



**FREEDOM OF INFORMATION
AND
PRIVACY ACTS**

SUBJECT: RICHARD F. MCCOY, JR.



FEDERAL BUREAU OF INVESTIGATION

Date 4/10/72

Title and Character of Case

Richard Floyd Mc Coy, Jr.
CAA-Hi Jacking
Interference with Flight Crew Members

Date Property Acquired	Source From Which Property Acquired
4/8/72	Desert Area, Nye County Nevada

Location of Property or Bulky Exhibit	Reason for Retention of Property and Efforts Made to Dispose of Same
Bulkey Exhibit Room	Evidence

Description of Property or Exhibit and Identity of Agent Submitting Same

Switlik 24' White Nylon Parachute, chest type serial # 70-10727
owned by Stevens Para Loft, Oakland, California

*Sent to Salt Lake city
5/5/72 Jgf.*

SA b7C

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)
164-72

Field File #

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
APR 10 1972	
FBI - LAS VEGAS	

F B I

Date: 4/8/72

PLAINTEXT

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE URGENT
(Priority)

TO DIRECTOR, FBI

SAN FRANCISCO

FROM LAS VEGAS (164-⁷²~~NEW~~)

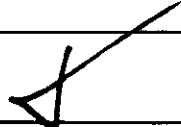
UNSUB; HIJACKING OF HAL FLIGHT NUMBER EIGHT FIVE FIVE,
APRIL SEVEN LAST; CAA-AIR PIRACY; EXTORTION; OO:SU.

INFO RECIEVED FROM FAA THAT PARACHUTE DEPARTED INSTANT
FLIGHT AT THIRTY EIGHT DEGREES NORTH AND ONE-ONE FIVE POINT THREE
ZERO DEGREES WEST WHICH IS IN THE AREA OF ADAVEN, NEVADA.

IN EFFORT TO LOCATE OBJECT THROWN FROM PLANE, LAS VEGAS
AGENTS IN EIGHT ALL-TERRAIN VEHICLES AND CHARTERED AIRCRAFT WILL
BEGIN SEARCH AT DAYBREAK APRIL EIGHT INSTANT.

SF REQUESTED TO VERIFY COLOR OF PARACHUTES FURNISHED
HIJACKER. ALSO VERIFY ABOVE COORDINATES WITH AIR FORCE CHASE
PLANES AND ANY OTHER INFORMATION THAT WOULD MORE DEFINITELY PIN
POINT DROP.

BUREAU WILL BE KEPT ADVISED

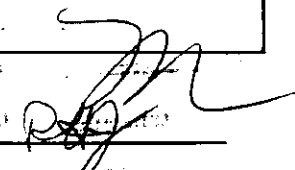
Approved: 

Special Agent in Charge

Sent

WA 12:35A

SF 2:25A M

Per 

b7C

164-72-1

File No.

144-72-1A²

Date Received

4-13-72

From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

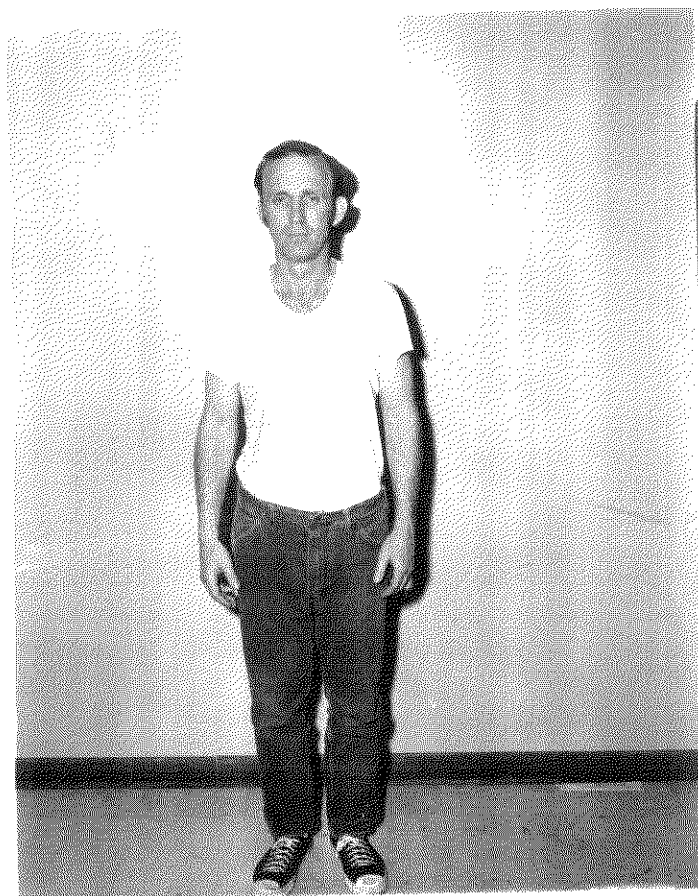
By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

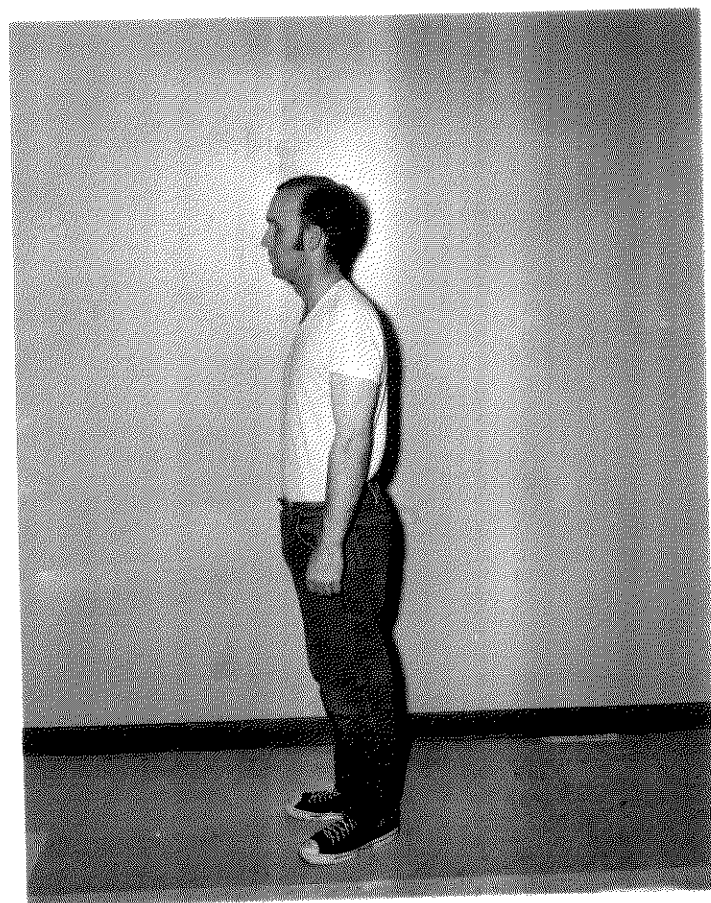
2 photos of McCay



SU 164-36

RICHARD FLOYD MC COY, JR.

104-72-1A²



SU 164-36

RICHARD FLOYD MC COY, JR.

164-32-1A2

File No. 164-72-1A³Date Received 4/8/72

From _____

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

(NAME OF SPECIAL AGENT)

b7C

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Las Vegas Sectional
Aeronautical Chart.

H11005

NORTH

LAS VEGAS

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'
Topographic data corrected to February 1971

5TH EDITION corrected to include airspace amendments effective April 29, 1971
and all other aeronautical data received by March 29, 1971

Consult appropriate NOTAMS and Flight Information

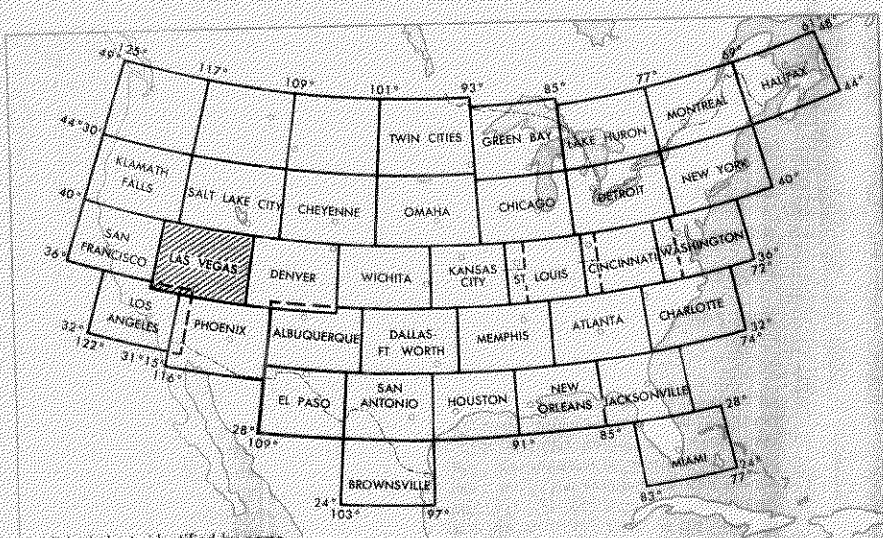
Publications for supplemental data and current information

This chart will become **OBsolete FOR USE IN NAVIGATION** upon publication of
the next edition scheduled for OCT. 14, 1971

PUBLISHED IN ACCORDANCE WITH INTER-AGENCY AIR CARTOGRAPHIC COMMITTEE

SPECIFICATIONS AND AGREEMENTS APPROVED BY

DEPARTMENT OF DEFENSE FEDERAL AVIATION ADMINISTRATION DEPARTMENT OF COMMERCE



CONTOUR INTERVAL

500 feet

Intermediate contours shown at 250 feet

500 Basic 250 Intermediate 100 Auxiliary

HIGHEST TERRAIN elevation is

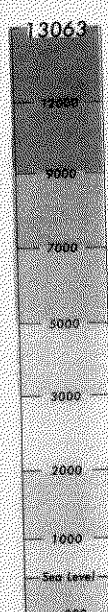
13063 feet

located at 38°59'N - 114°19'W

Critical elevation 4254

Approximate elevation 3200

Doubtful locations are indicated
of the point locator



MAXIMUM TERRAIN ELEVATIONS

Maximum Terrain elevation figures, centered in the area completely bounded by ticked lines of latitude and longitude, are represented in THOUSANDS and HUNDREDS of feet BUT DO NOT INCLUDE ELEVATIONS OF VERTICAL OBSTRUCTIONS. MAXIMUM TERRAIN ELEVATION FIGURES ARE OMITTED IN UNSURVEYED AREAS AND AREAS WHERE RELIEF INFORMATION IS INADEQUATE.

3100 feet

31

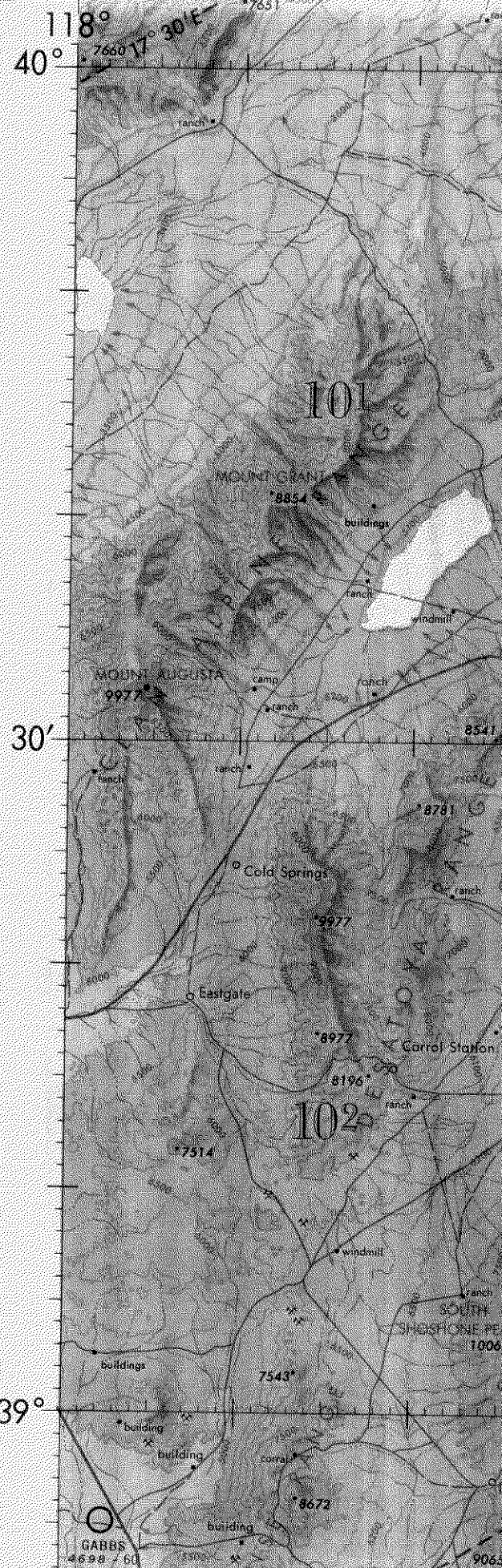
6100 feet (estimated)

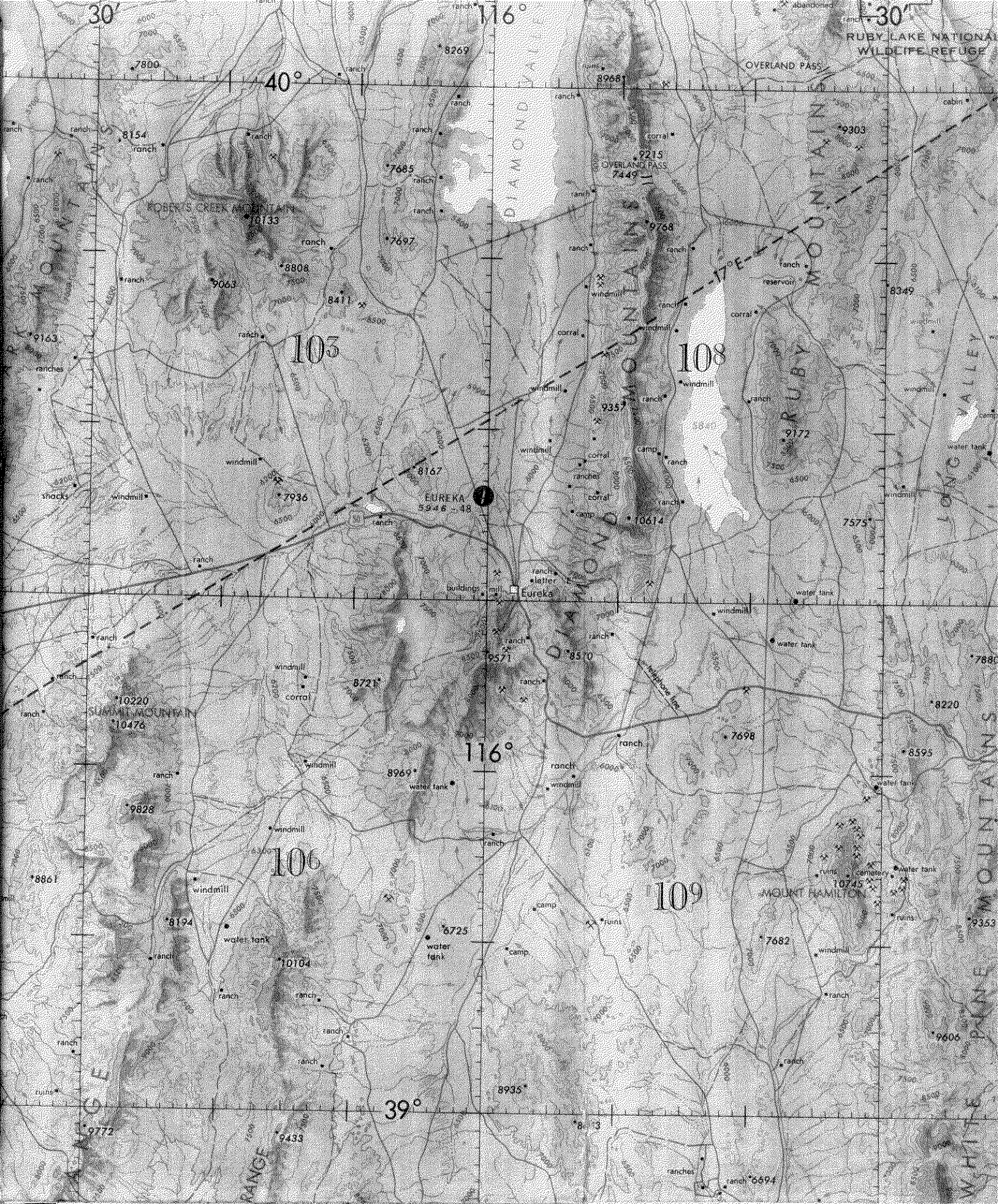
61

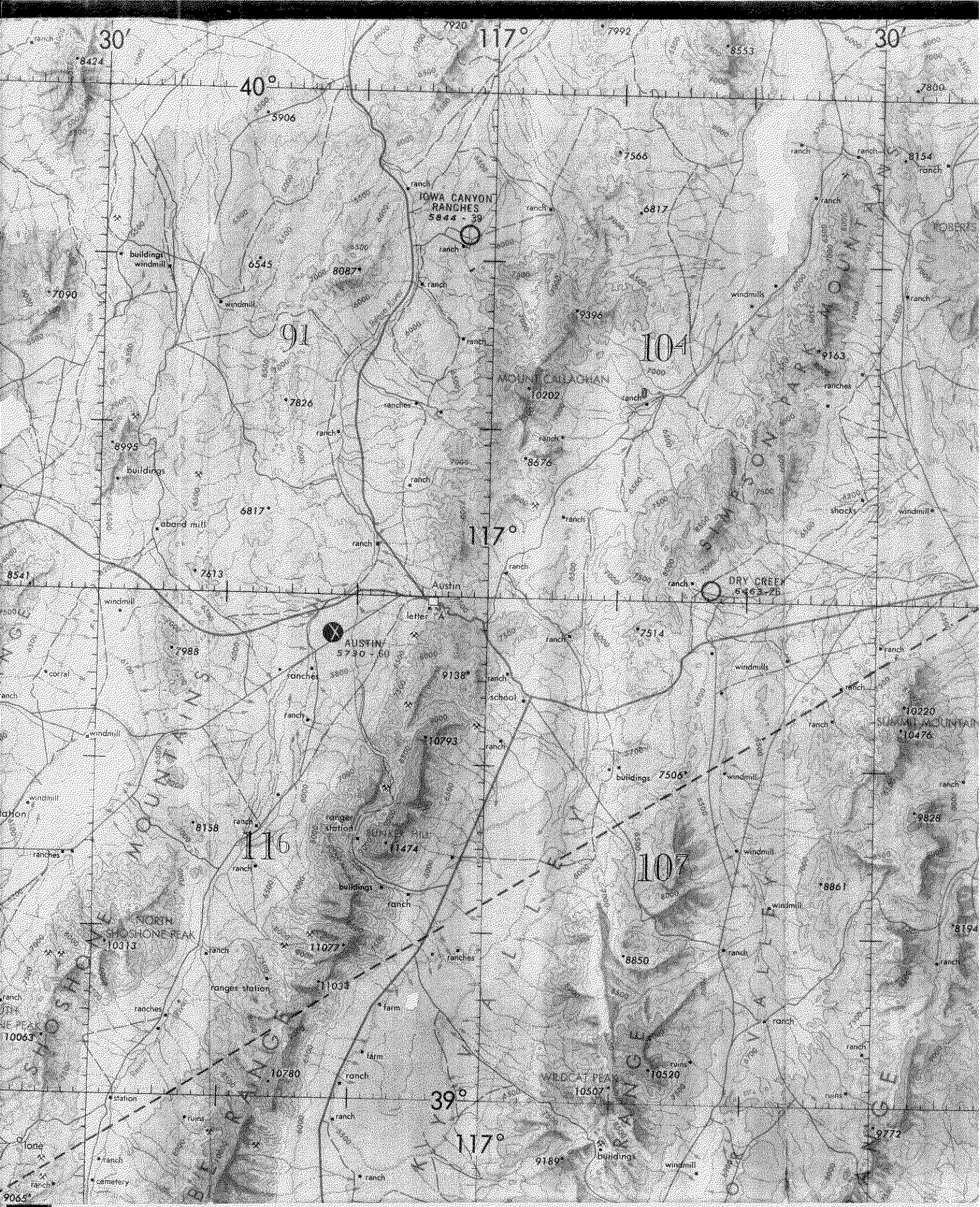


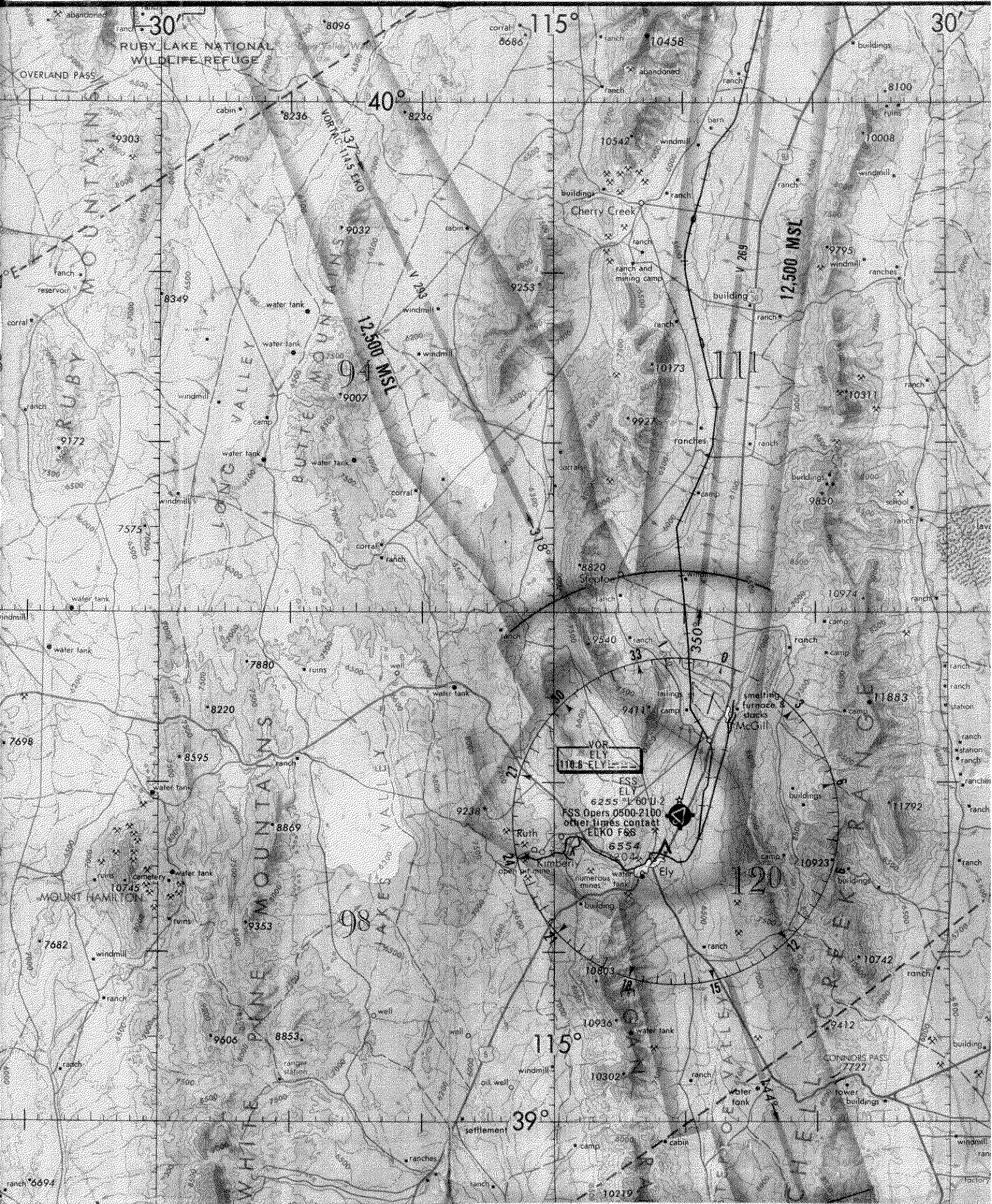
Published at Washington, D.C.

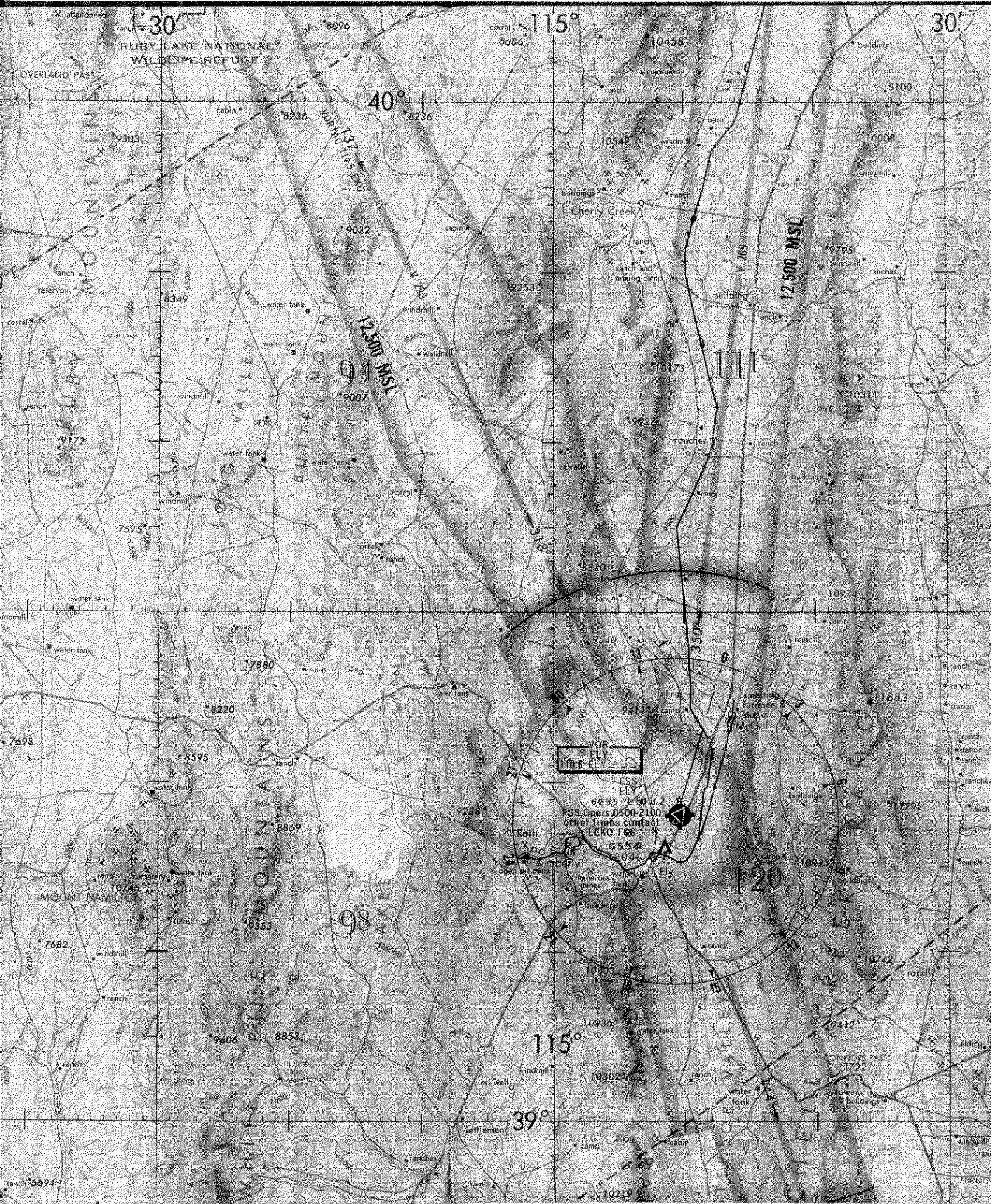
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Survey

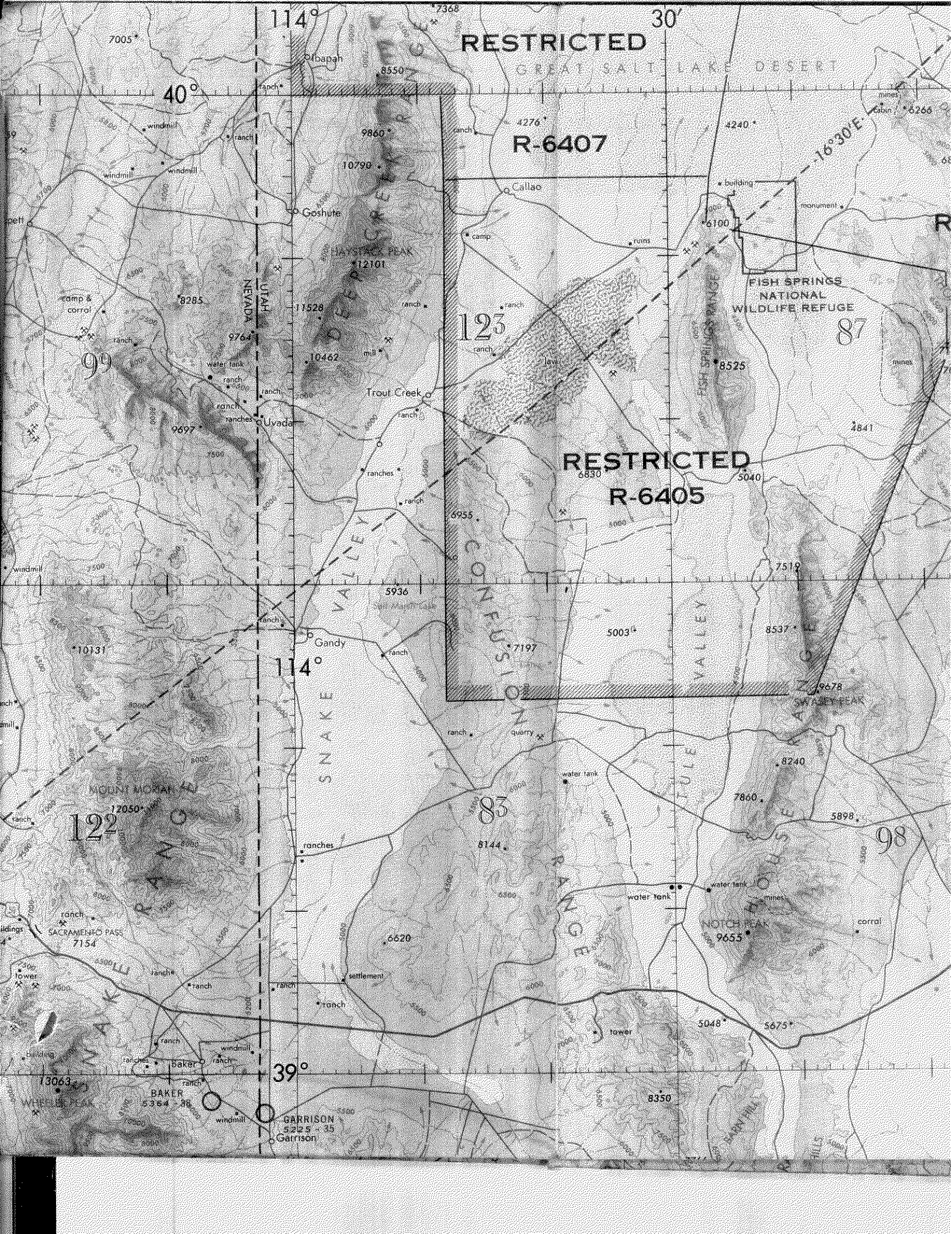


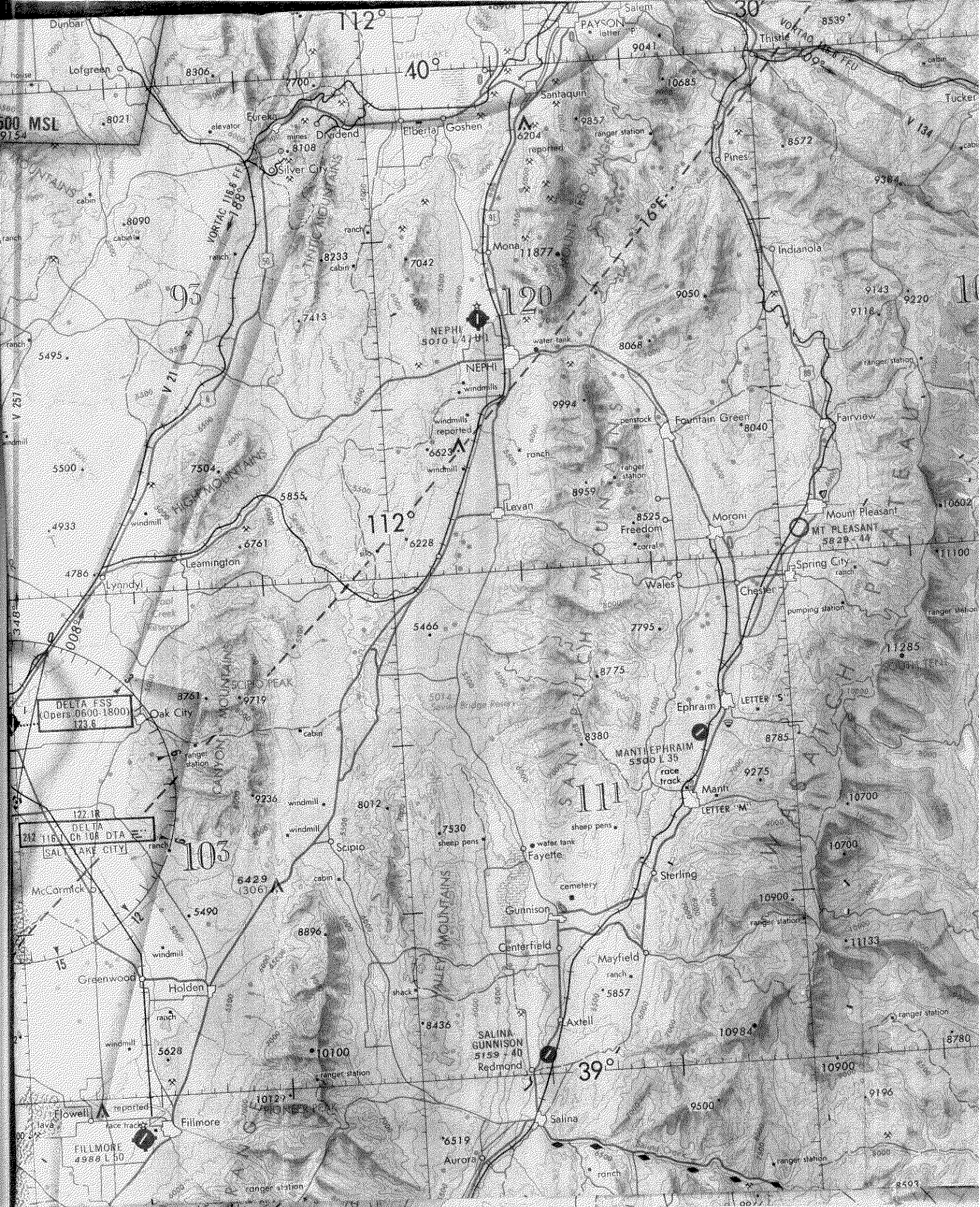


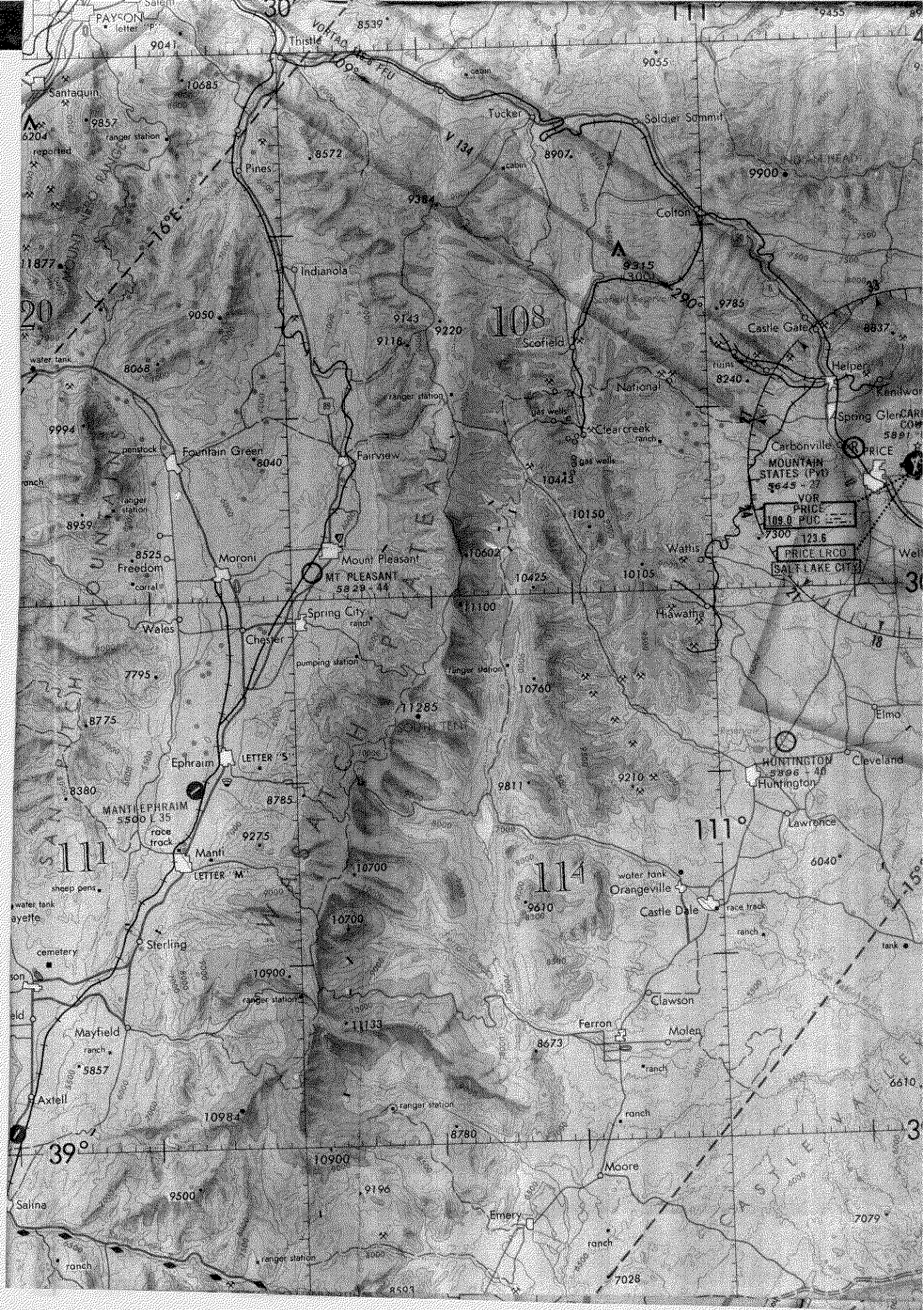












AERONAUTICAL SYMBOLS

AERODROMES

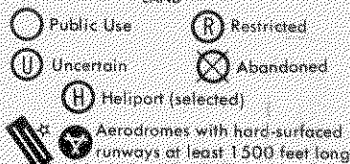
AERODROMES WITH FACILITIES



WATER



AERODROMES WITH EMERGENCY OR NO FACILITIES



Airports within United States having traffic areas or FSS advisory service are shown in blue, all others in magenta. All recognizable runways, including some which may be closed, are shown for visual identification.

AERODROME DATA

CT - 118.3	Control Tower and primary frequency	INTNL CT - 118.3	03	Elevation in feet
NFCT - 118.3	Non-Federal Control Tower and primary frequency	ATIS - 124.9	L	Lighting (see below)
ATIS - 124.9	Automatic Terminal Information Service	03 L 92 U-2	92	Length of longest runway in hundreds of feet
		DF	S	Normally sheltered take-off area

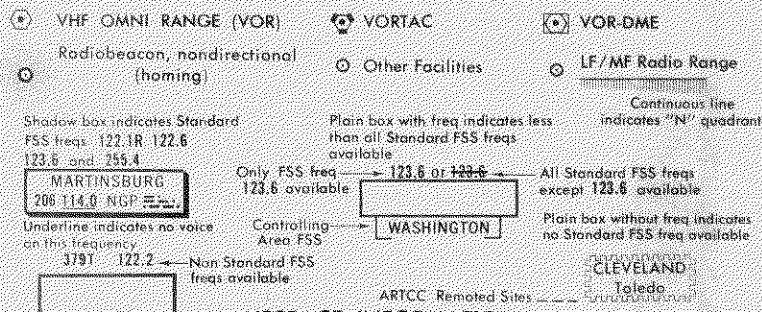
U-1: Indicates aeronautical advisory station licensed to operate on 122.8; U-2 on 123.0; U-3 on 123.05; U-4 on 122.85; U-5 on 122.95.

L - Lighting in operation Sunset to Sunrise.

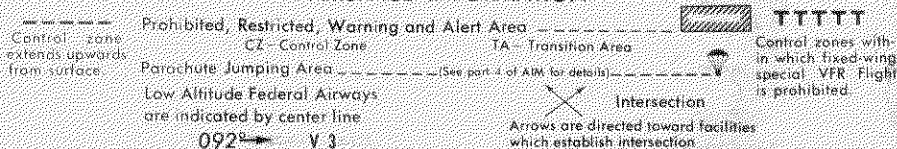
*L - Lighting available Sunset to Sunrise only on request (by radio call, letter, phone, telegram, circling the field, etc.).

(L) - Lighting in operation part of the night and on request, or not operating thereafter. When facility or information is lacking, the respective character is replaced by a dash.

RADIO AIDS TO NAVIGATION



AIRSPACE INFORMATION



The limits of controlled airspace are shown by tint bands (Vignette) and are color-coded in blue and magenta.

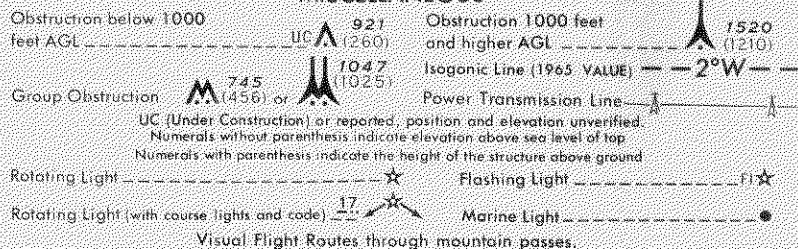
Floor 700 feet above surface --- 2000
Floor 1200 feet above surface --- 2000 MSL

Only the controlled and reserved airspace effective below 18,000 feet MSL are shown on this chart.

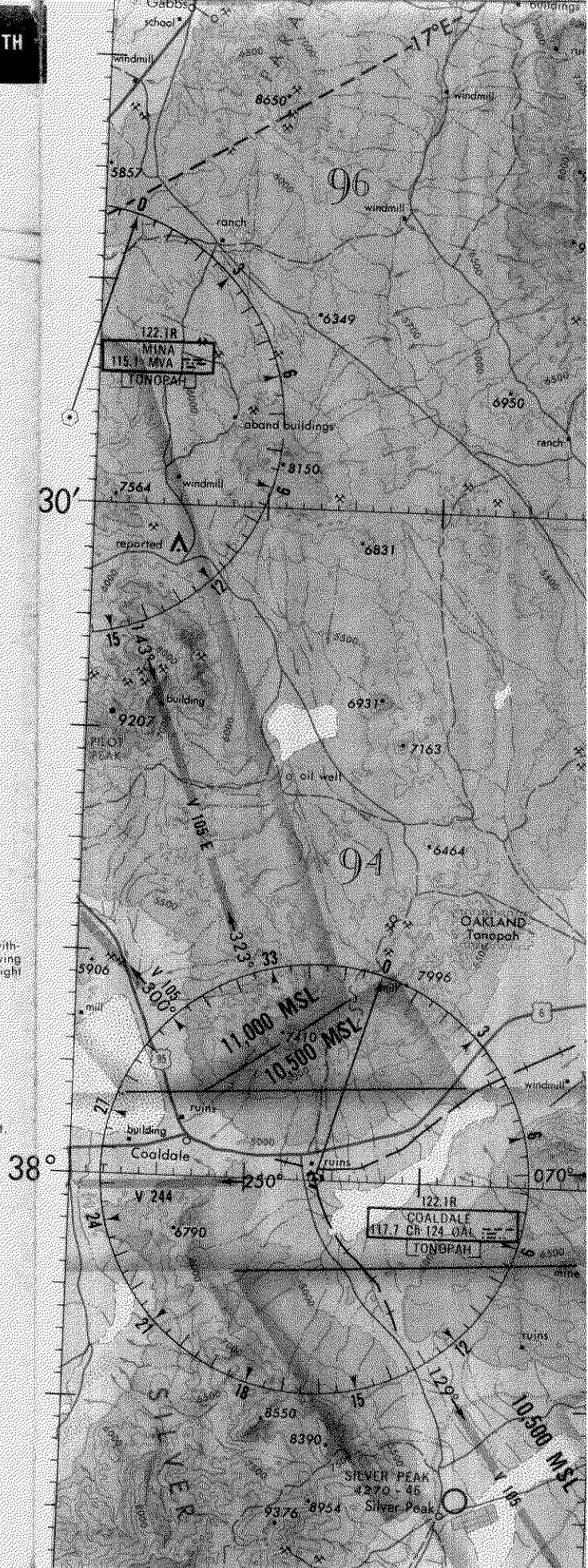
Federally operated control tower FSS DAYTON CT - 119.9 1008 L 70
Non-Federal control tower MARTIN NFCT - 119.2 556 L 70
Other Airport (no traffic area, no FSS at airport) SOMERSET 1540 L 37

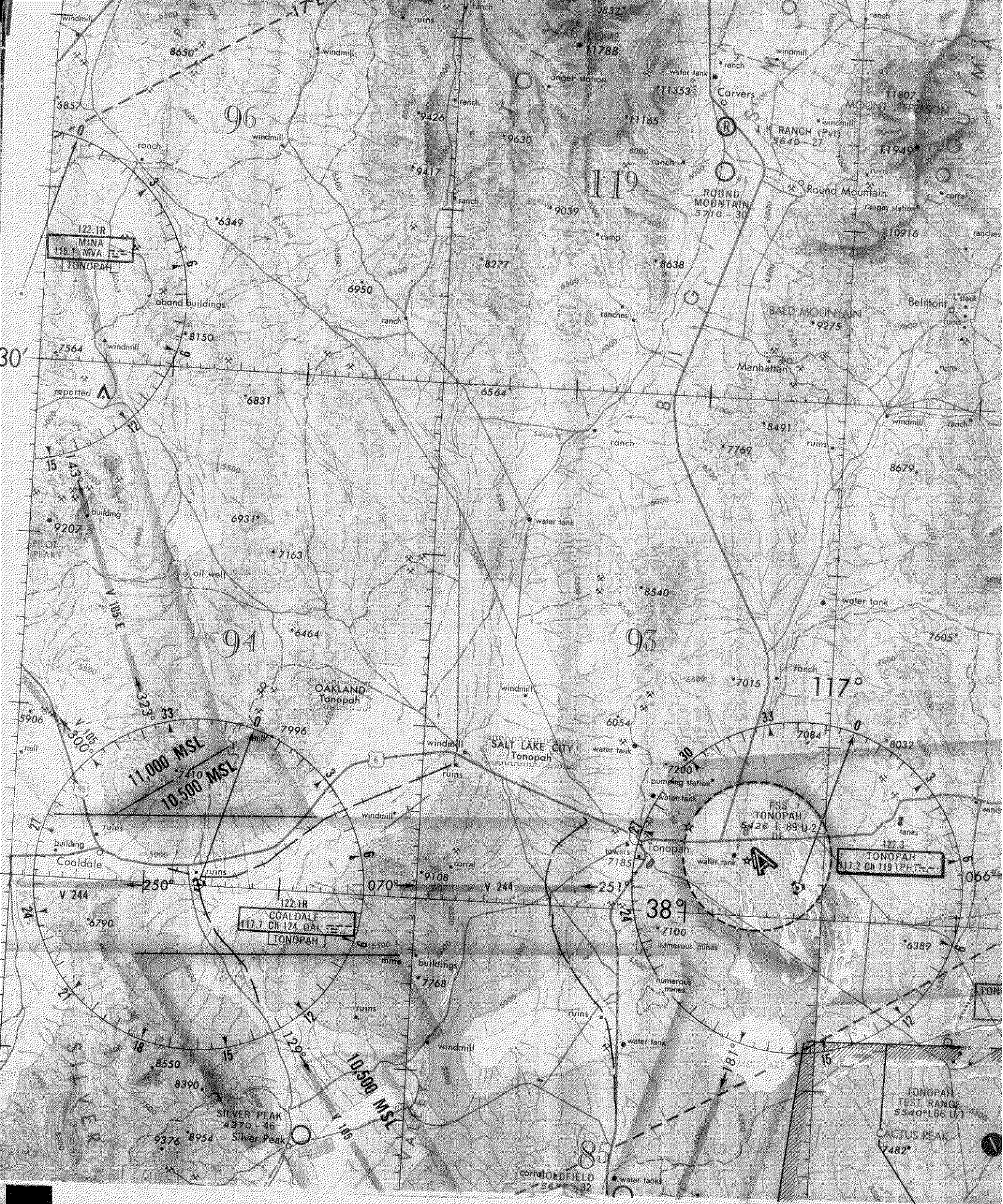
Hours of operation of tower, if not continuous, are included with tower frequencies.

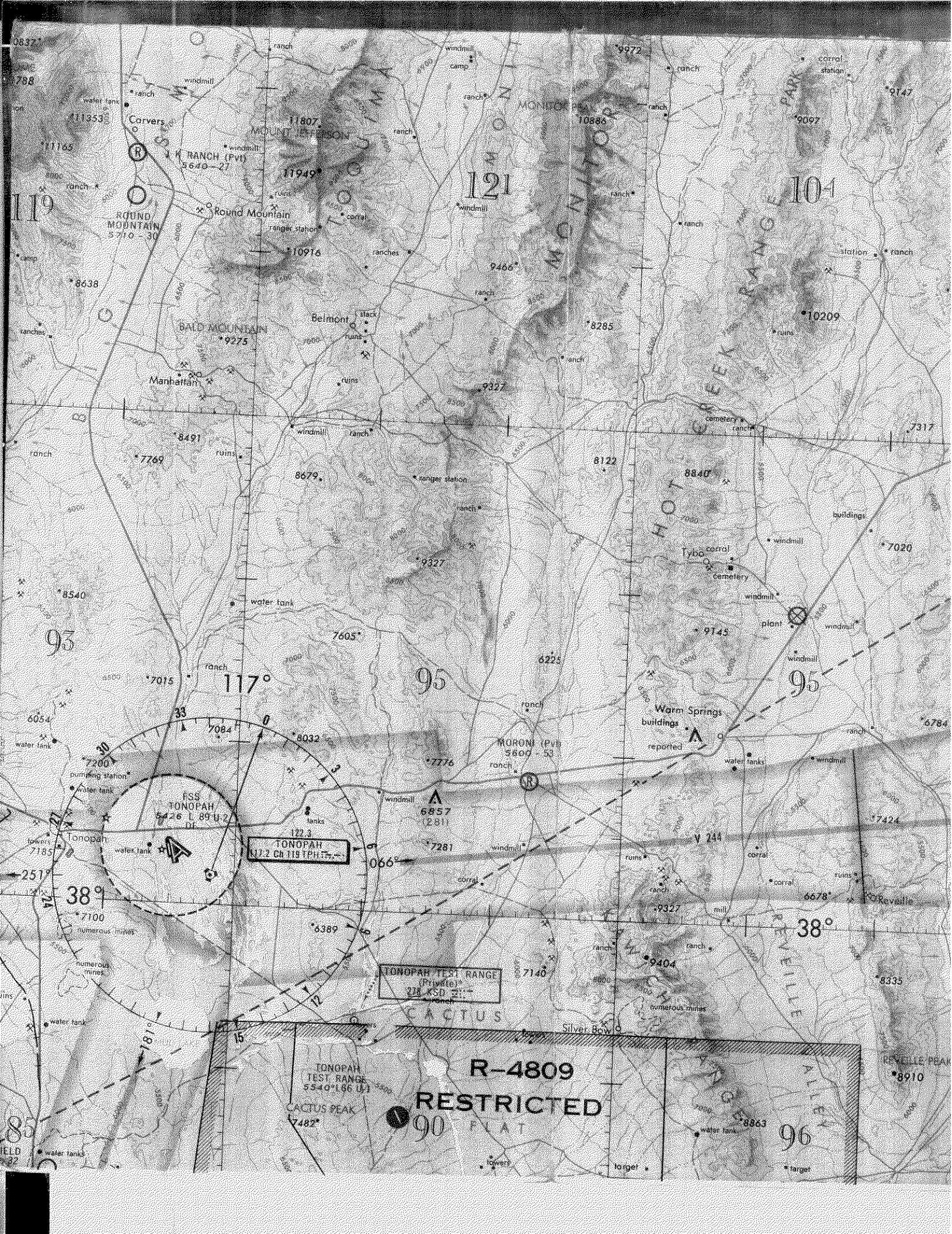
MISCELLANEOUS



UC (Under Construction) or reported, position and elevation unverified. Numerals without parenthesis indicate elevation above sea level of top. Numerals with parenthesis indicate the height of the structure above ground.







0837
788

119

93

85

121

95

90

104

95

96

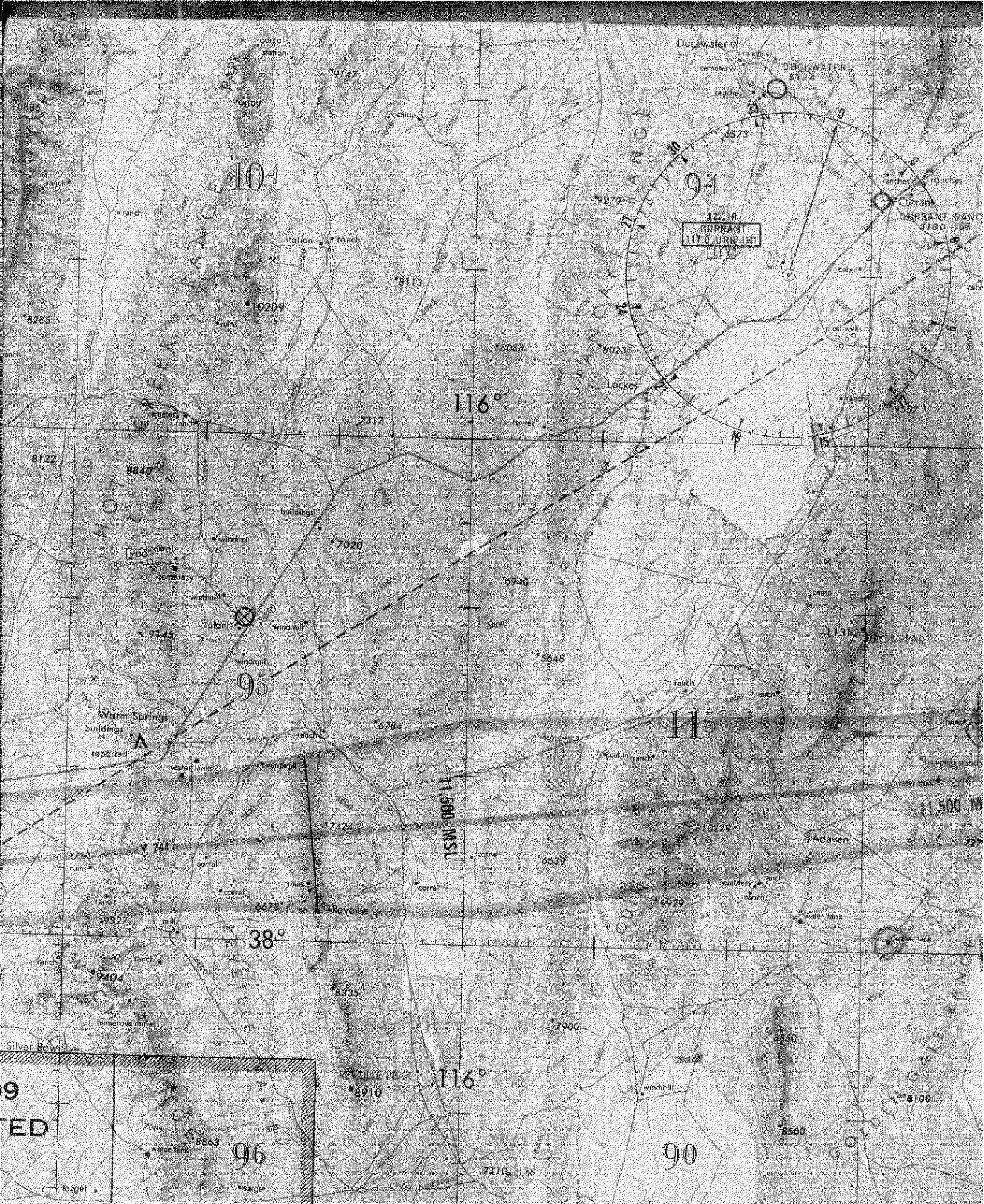
TONOPAH
117.2 Ch 119 TPH

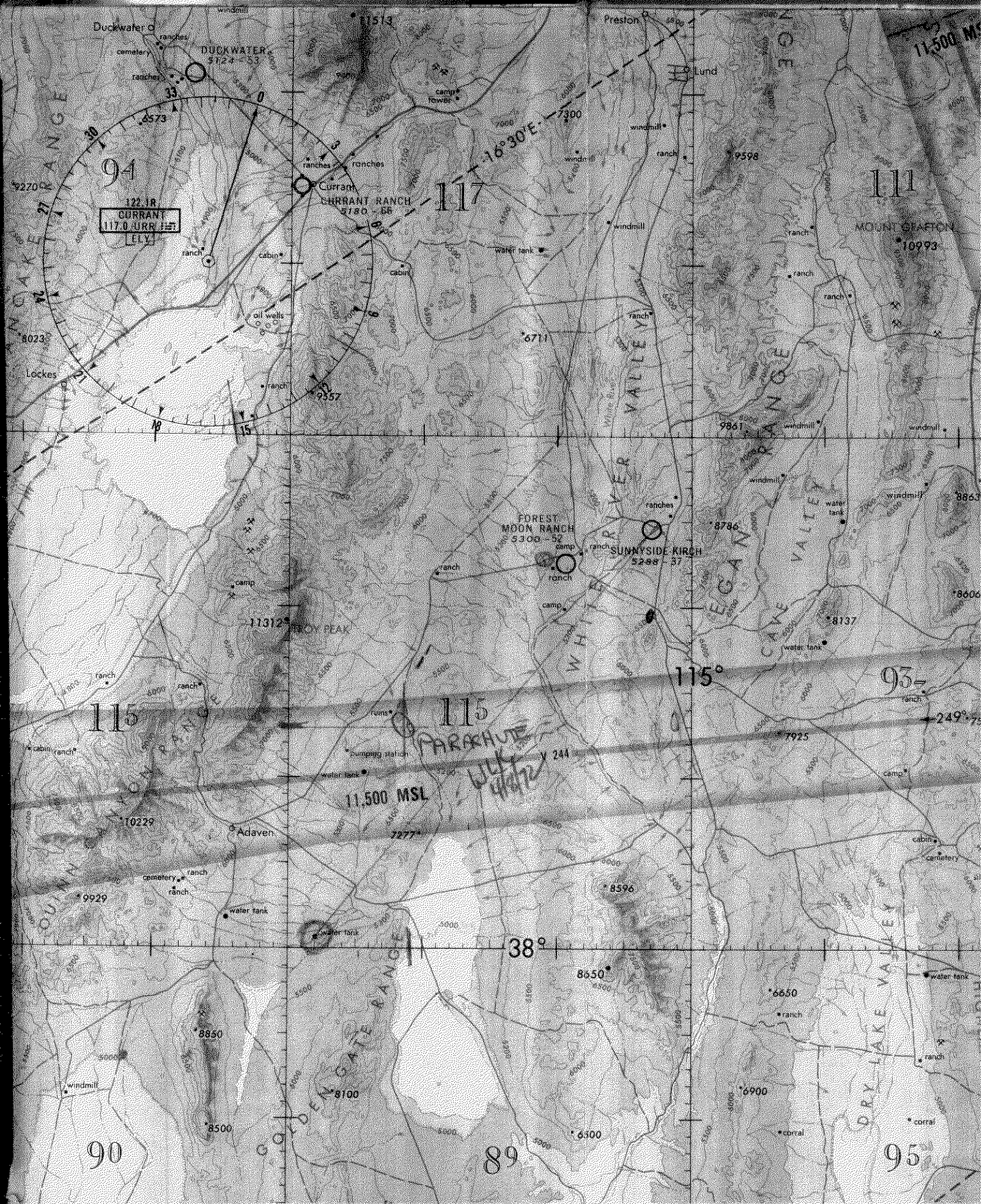
TONOPAH TEST RANGE
(Private)
228 KSD

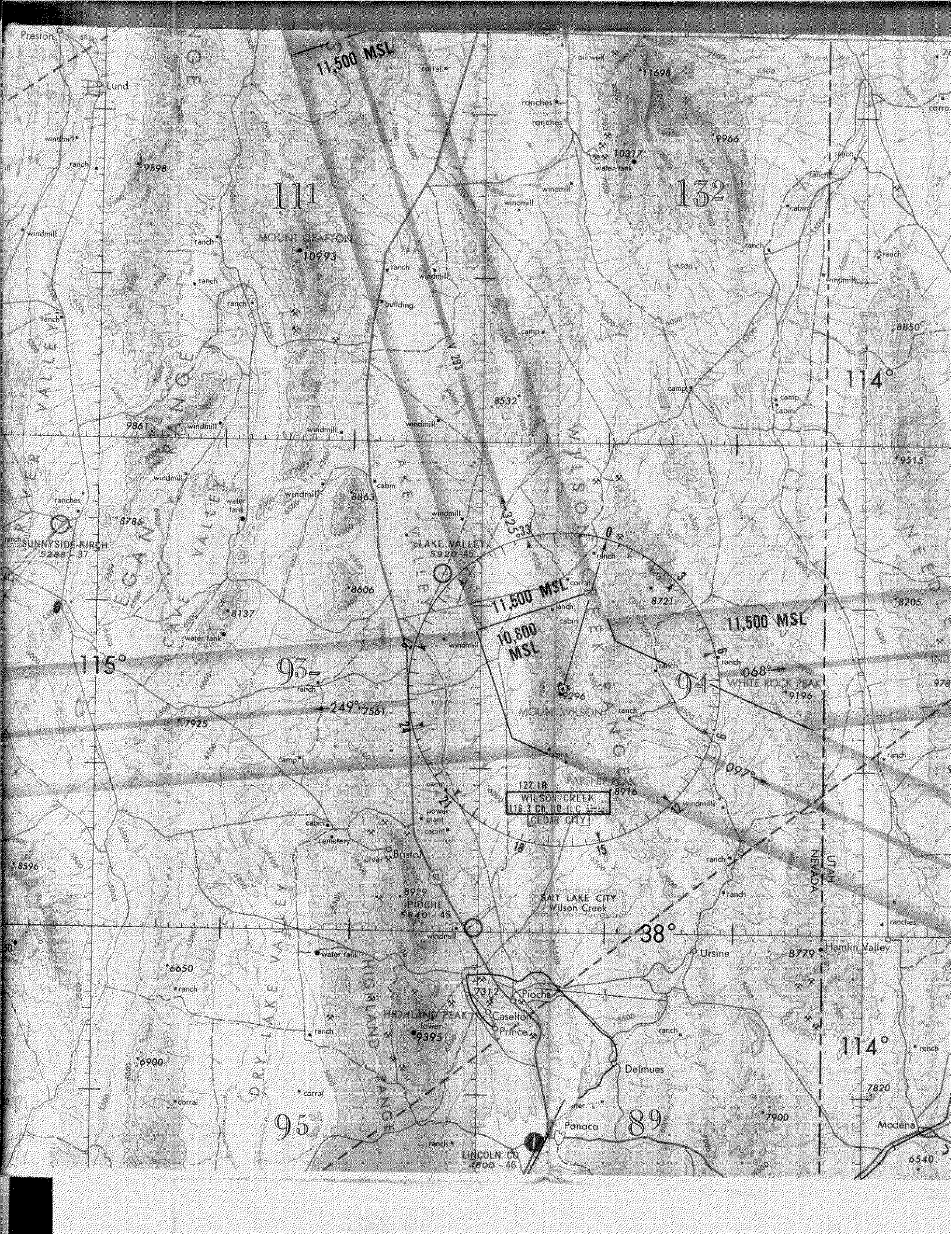
TONOPAH TEST RANGE
5540 L 66 U-1
CACTUS PEAK
7482

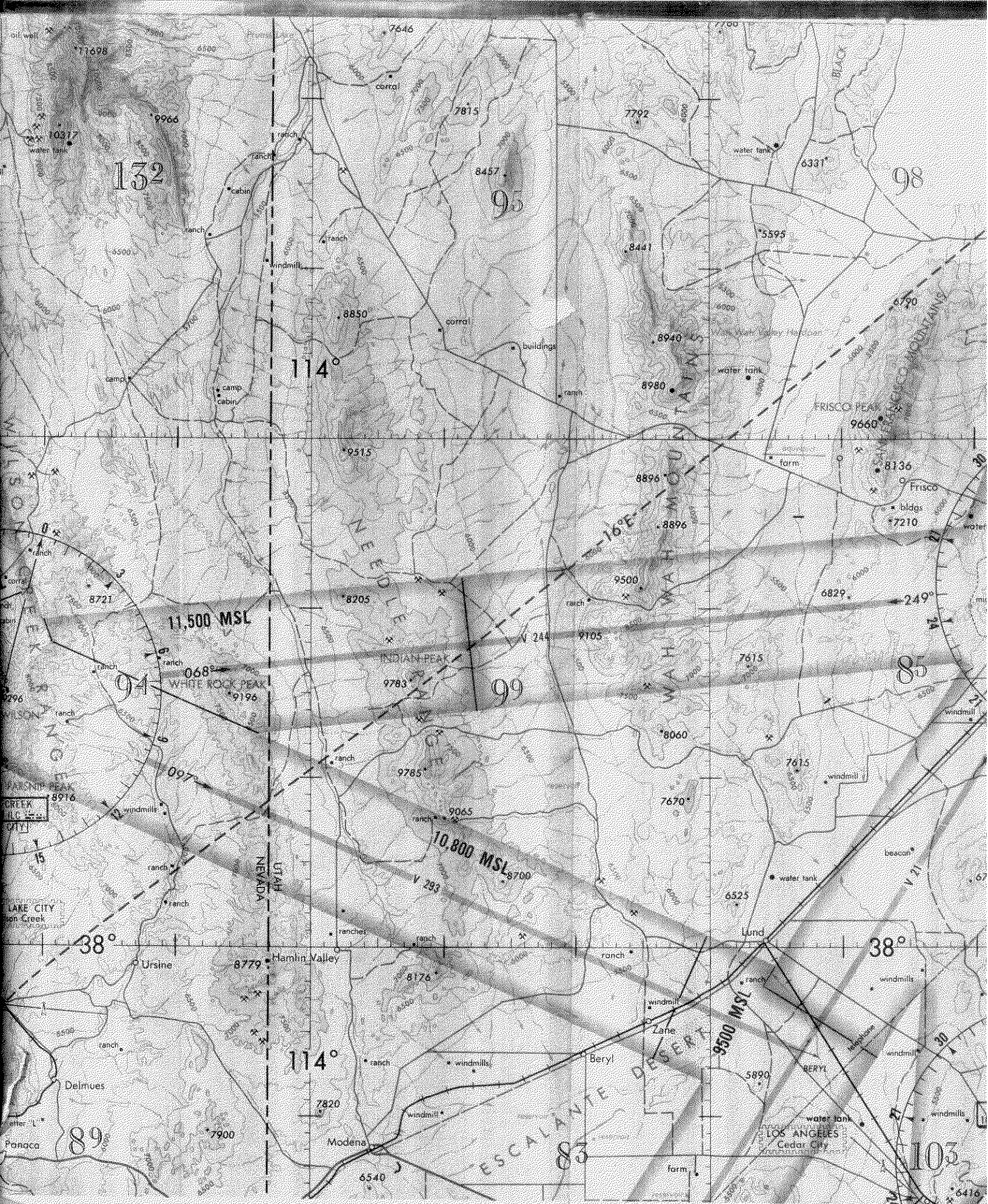
R-4809
RESTRICTED
FLAT

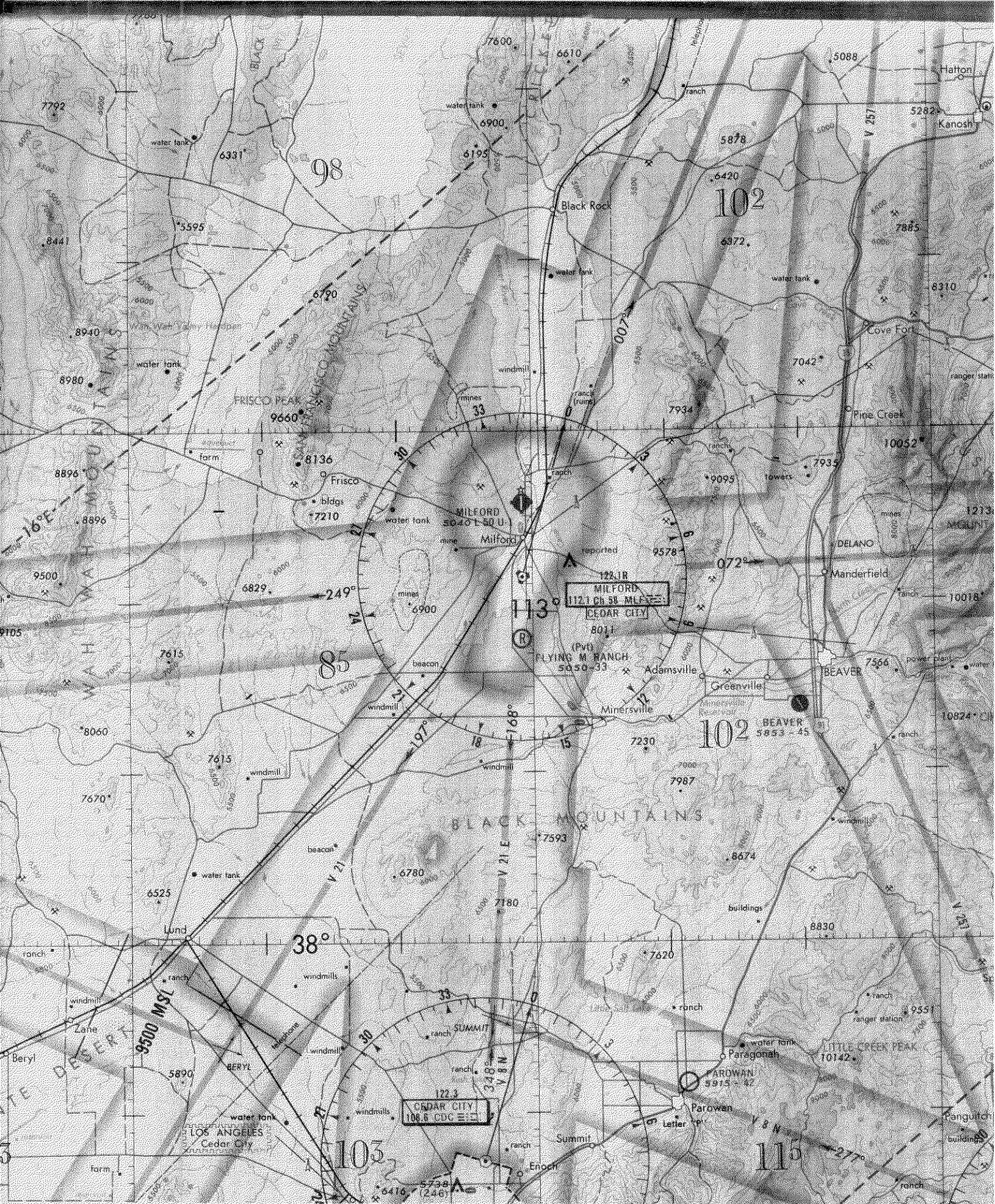
REVILLE PEAK
8910





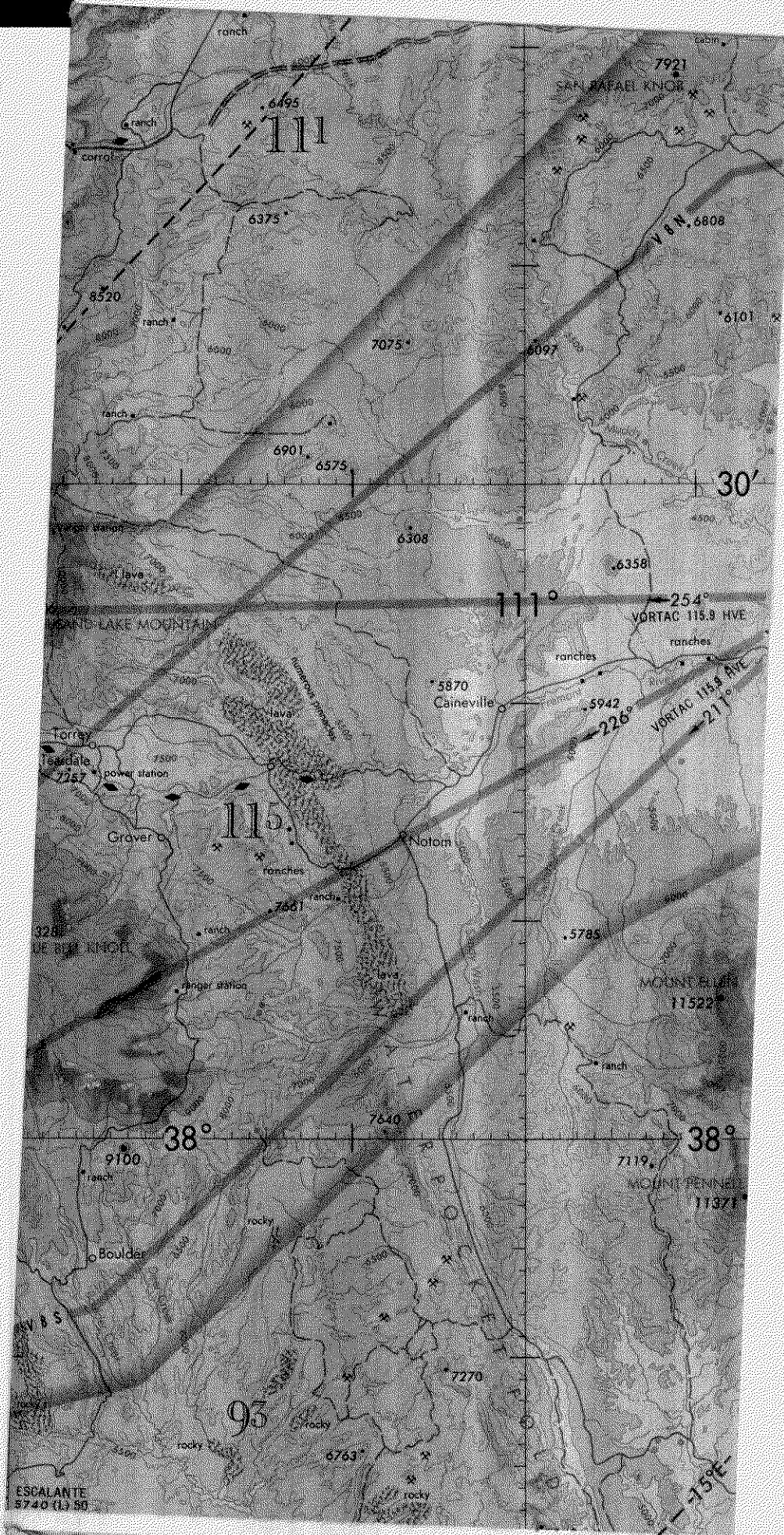












NATIONAL PARK SERVICE REGULATIONS

Landing of aircraft: No person shall land aircraft on land or water within any area administered by the National Park Service, except (1) at officially designated landing sites, or (2) for emergency rescue operations in accordance with the directions of an official representative of the area, or (3) when forced to land due to unforeseeable circumstances beyond the control of the operator, or (4) on official business of the Federal Government.

Airdrops: Except in serious emergencies involving safety of human life or threat of serious property loss, no persons or cargo may be air delivered in the parks and monuments by parachute, helicopter, or other means without the written permission of the superintendent.

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b7C

Boundary of National Parks

FISH AND WILDLIFE SERVICE REGULATION

The Fish and Wildlife Service has the following regulation in effect covering the flight of aircraft on and over wildlife areas:

"The unauthorized operation of aircraft at low altitudes over, or the unauthorized landing of aircraft on a wildlife refuge area is prohibited, except in the event of emergency."

The Fish and Wildlife Service requests that pilots maintain a minimum altitude of 1,000 feet above the terrain of a wildlife refuge area.

----- Boundary of Wildlife Refuge

NOTICE

See legend for new coding of lighting operations at aerodromes shown on this chart.

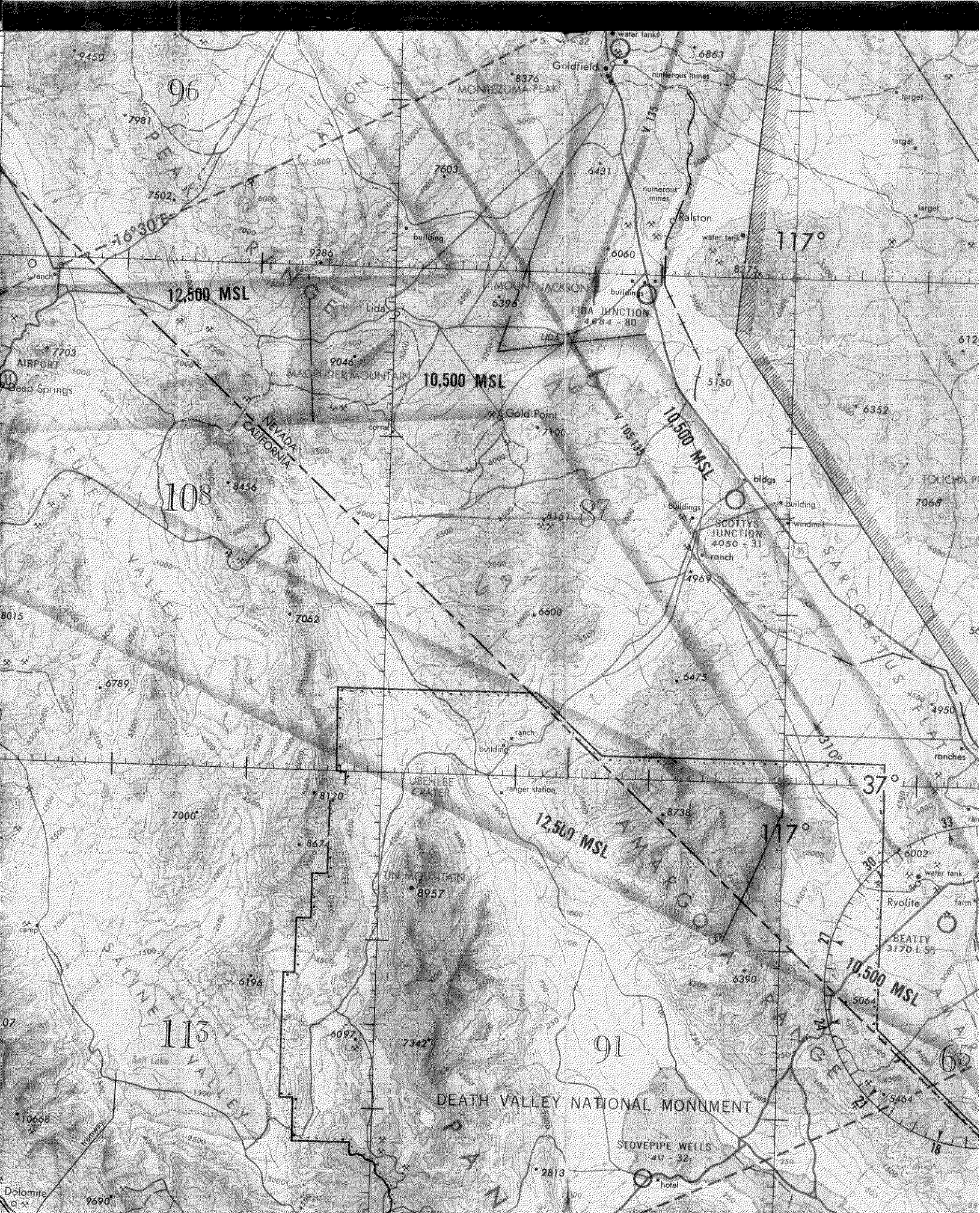
Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1,500 feet above the terrain and certain special use airspace areas.

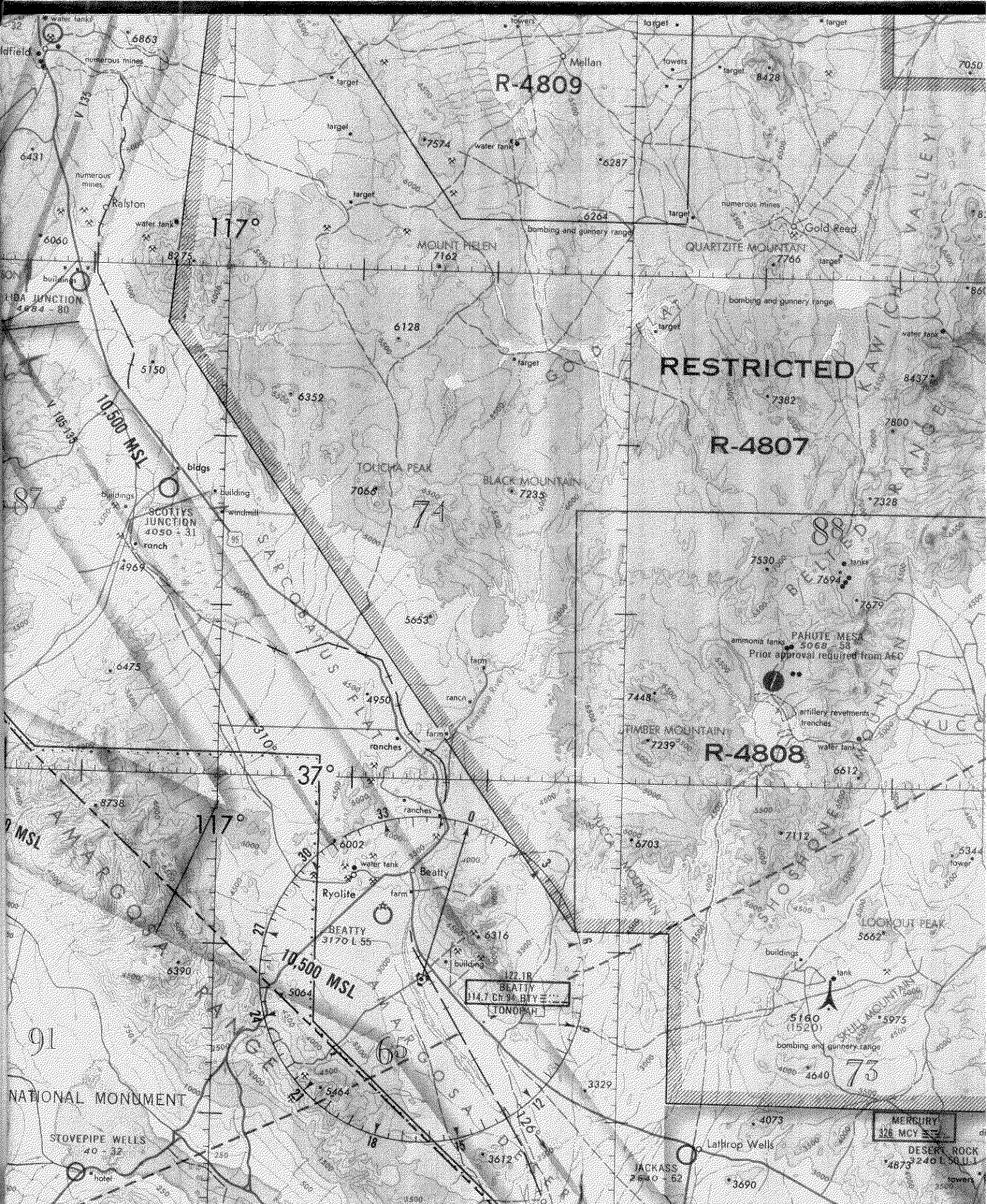
*The Federal Government disclaims responsibility for non-Federal navigational facilities

NOTICE TO USERS OF THIS CHART

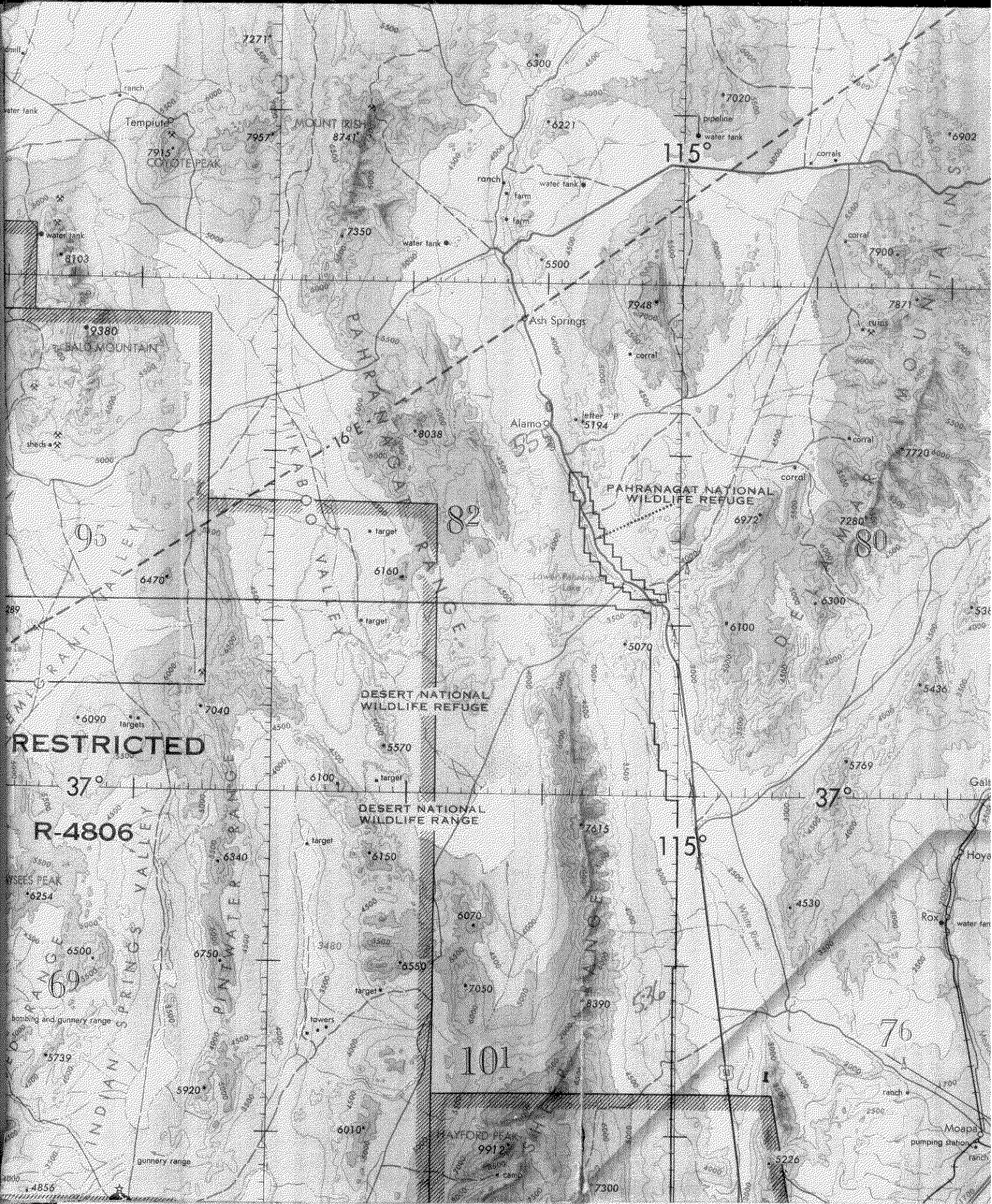
You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. When practicable, such information should be indicated clearly and accurately on the chart (a replacement copy will be returned). Mail to: THE DIRECTOR, NATIONAL OCEANIC SURVEY, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, ROCKVILLE, MARYLAND 20852

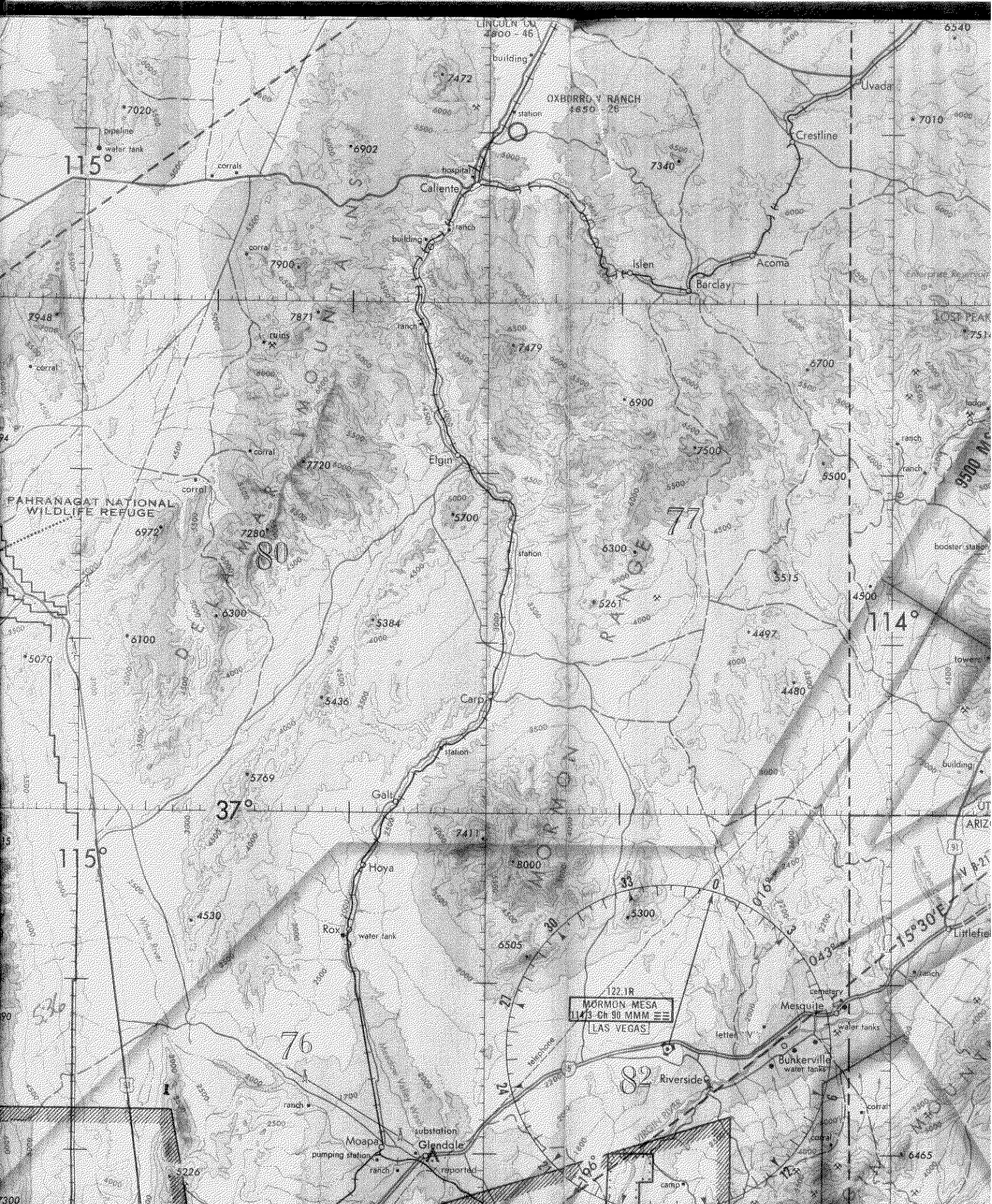


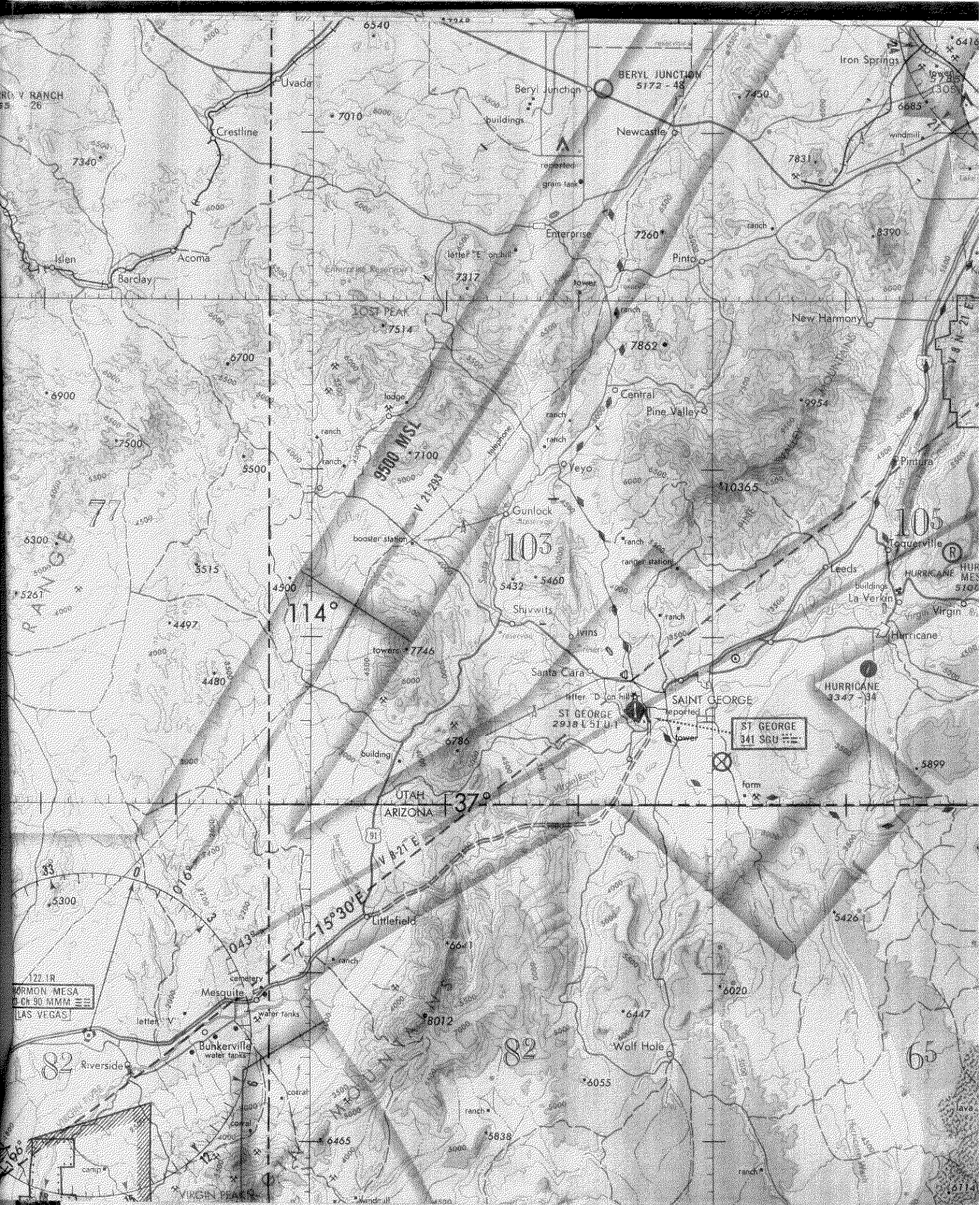


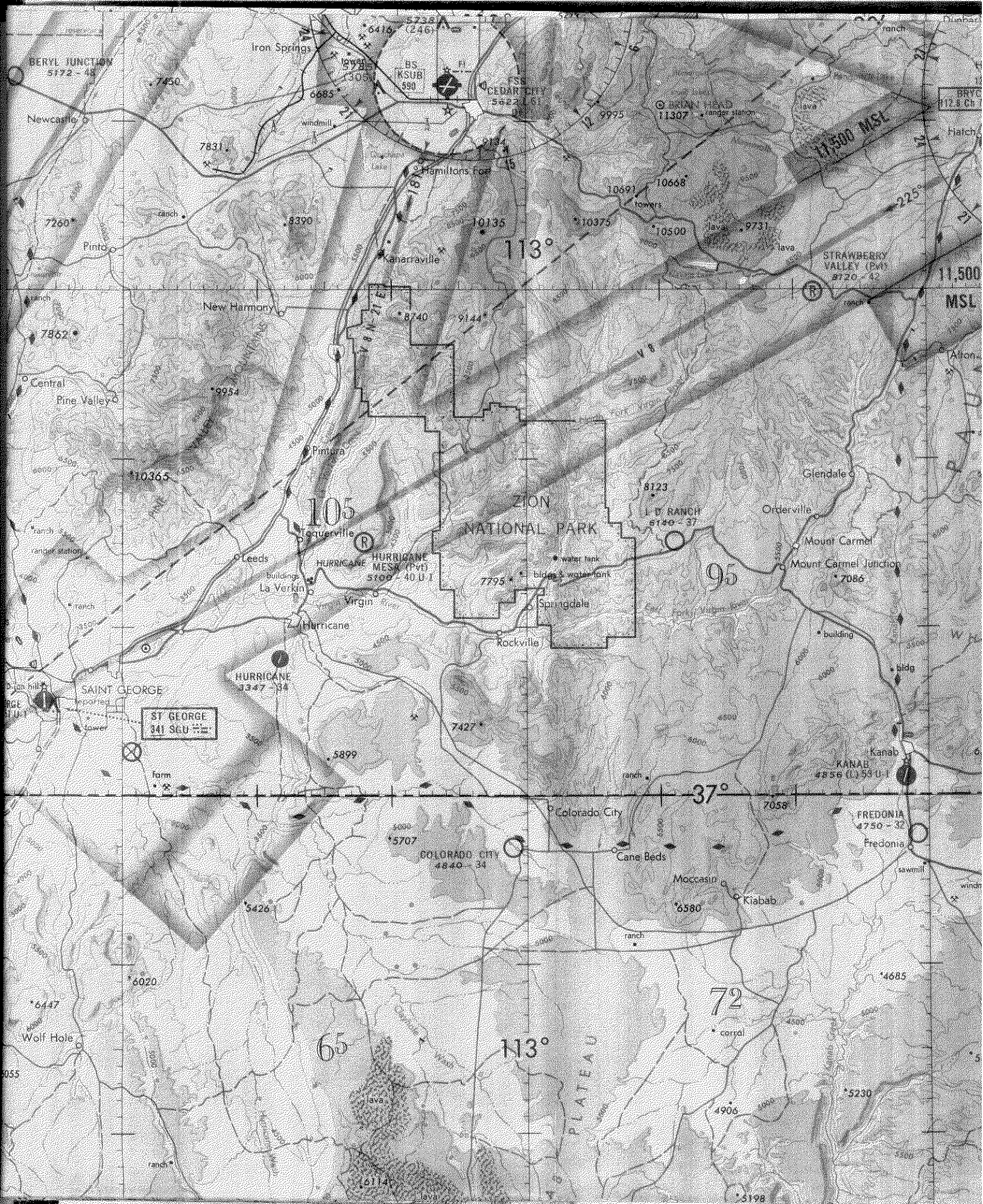


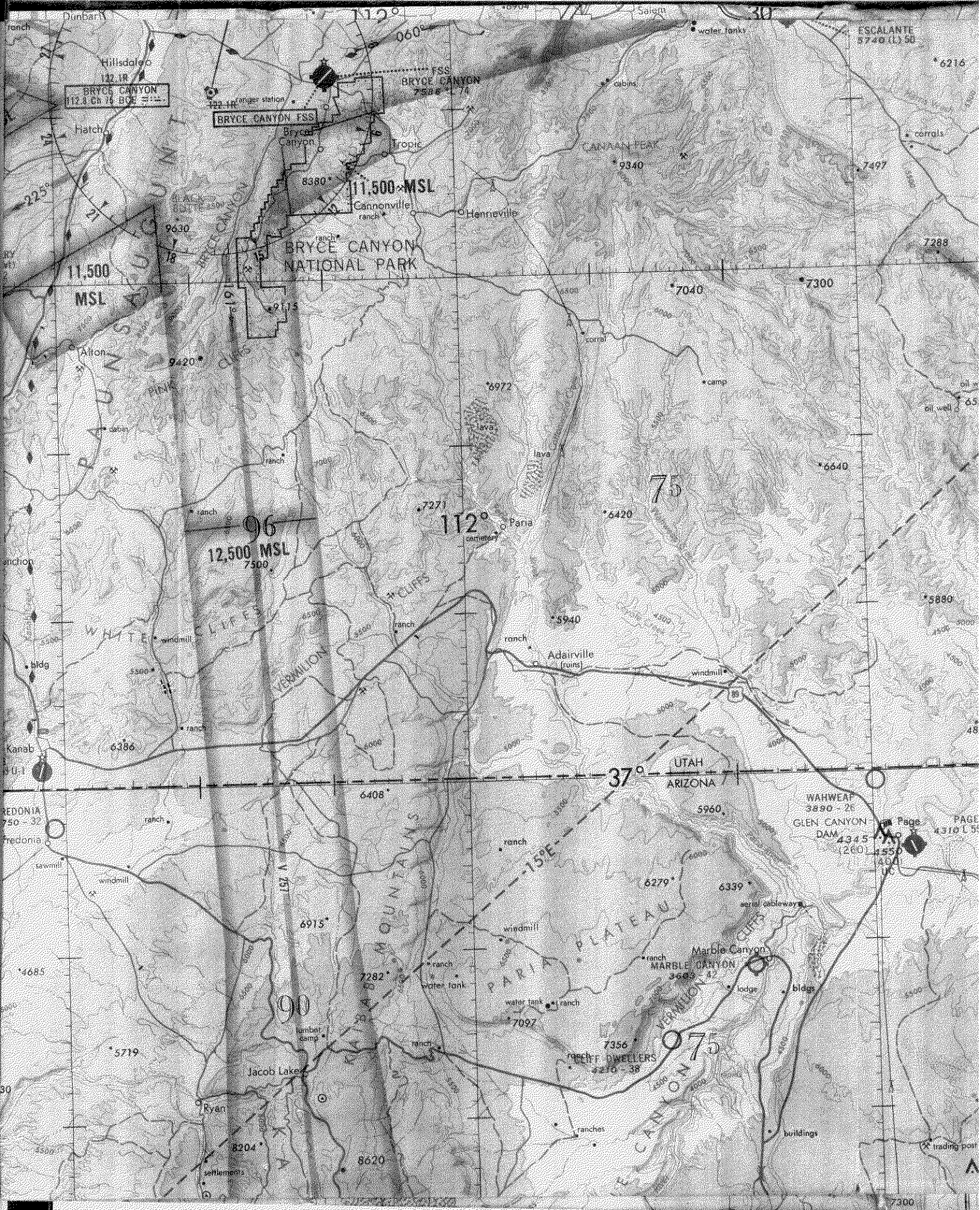


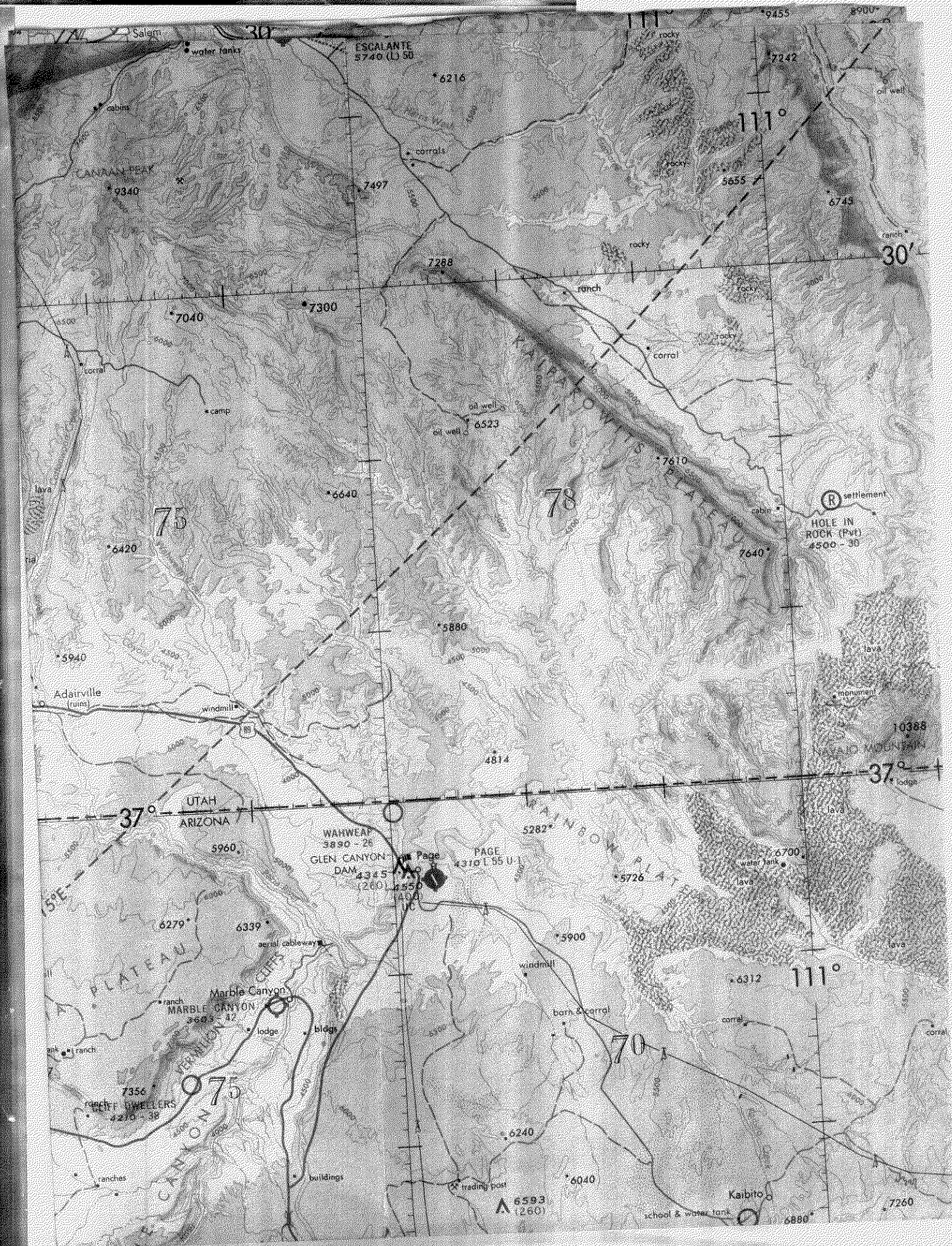












ARTCC-REMOTE CONTROL FREQUENCIES ON LAS VEGAS SECTIONAL CHART

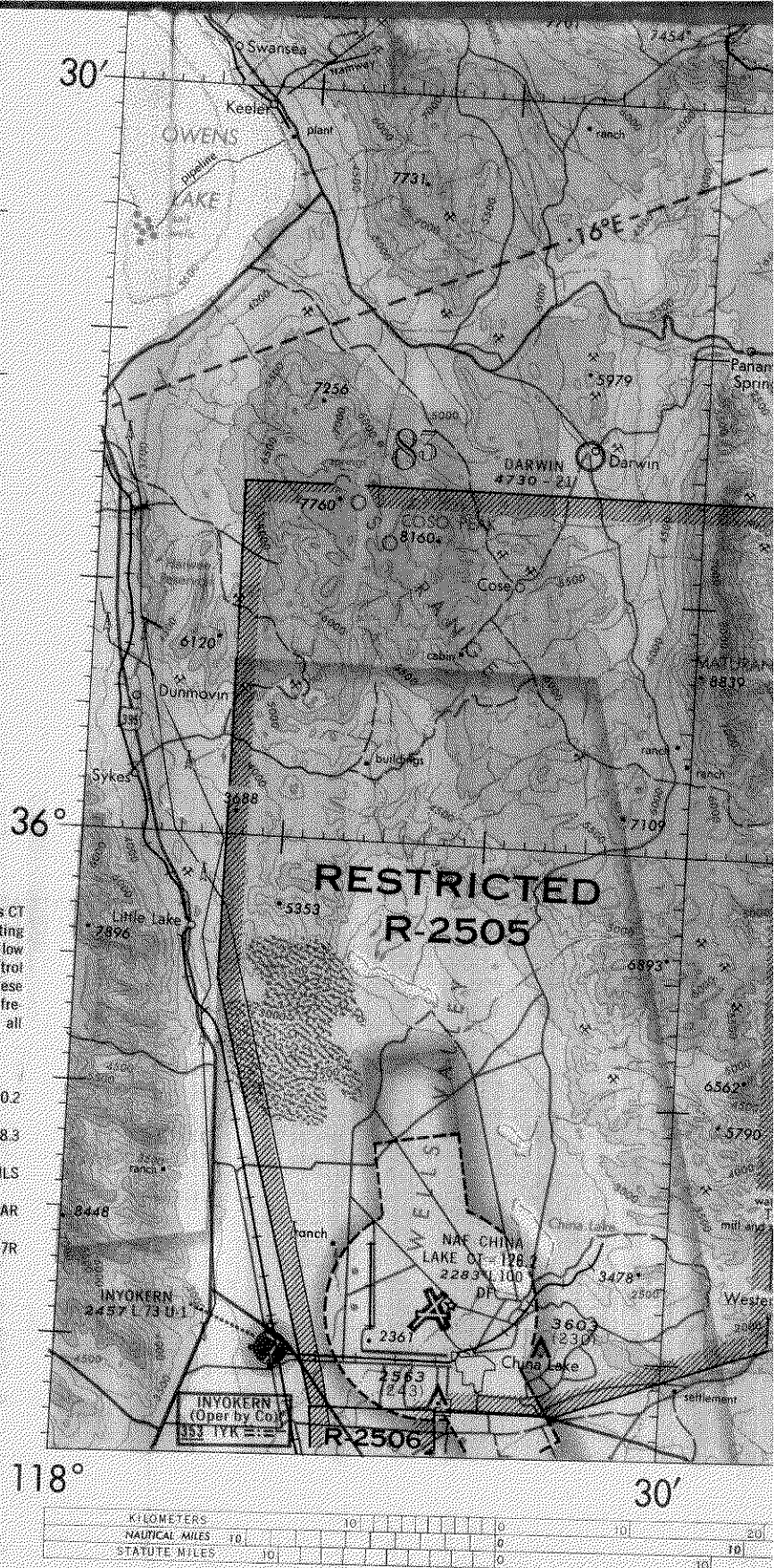
LOS ANGELES CENTER 126.0 133.8	OAKLAND CENTER Tonopah 127.3
Cedar City 124.2	SALT LAKE CITY CENTER Delta 124.0
Nelson 123.9 134.65	Tonopah 134.3
Pahrump 134.65	Wilson Creek 124.0
Seligman 123.9 128.4	

CONTROL TOWER FREQUENCIES ON LAS VEGAS SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces, the low or medium transmitting frequency is listed first followed by a VHF local control frequency and the primary VHF and UHF military frequencies, when these frequencies are available. Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, all ATIS frequencies available are tabulated below.

Guarding frequencies shown thus: 122.7R

NAF CHINA LAKE	126.2 340.2
INDIAN SPRINGS AF AUX	Oper 0700-1600 Mon-Fri 126.2 236.6 358.3
McCARRAN INTNL	ATIS 125.6 119.9 257.8 122.5R ASR ILS
NELLIS AFB	126.2 324.3 PAR
NORTH LAS VEGAS NFCT	Oper 0900-1800 120.1 122.7R



LAS VEGAS

PROHIBITED, RESTRICTED, WARNING, AND AI
ON LAS VEGAS SECTIONAL CHART

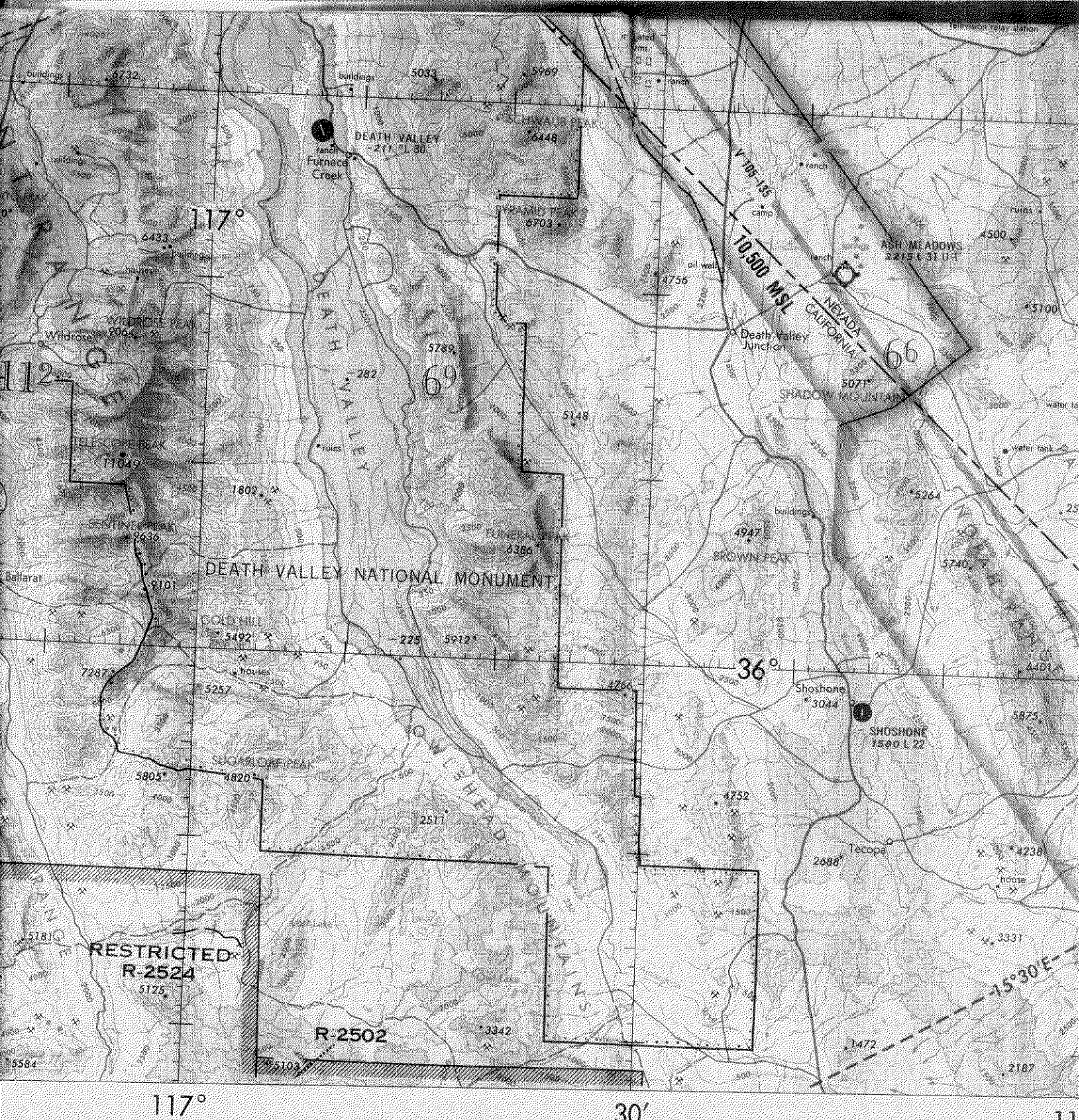
NO.	NAME	ALTITUDE	TIME	APPI
R-2502	Fort Irwin, California	Unlimited	Continuous	FAA, or a C.G.



**PROHIBITED, RESTRICTED, WARNING, AND ALERT AREAS
ON LAS VEGAS SECTIONAL CHART**

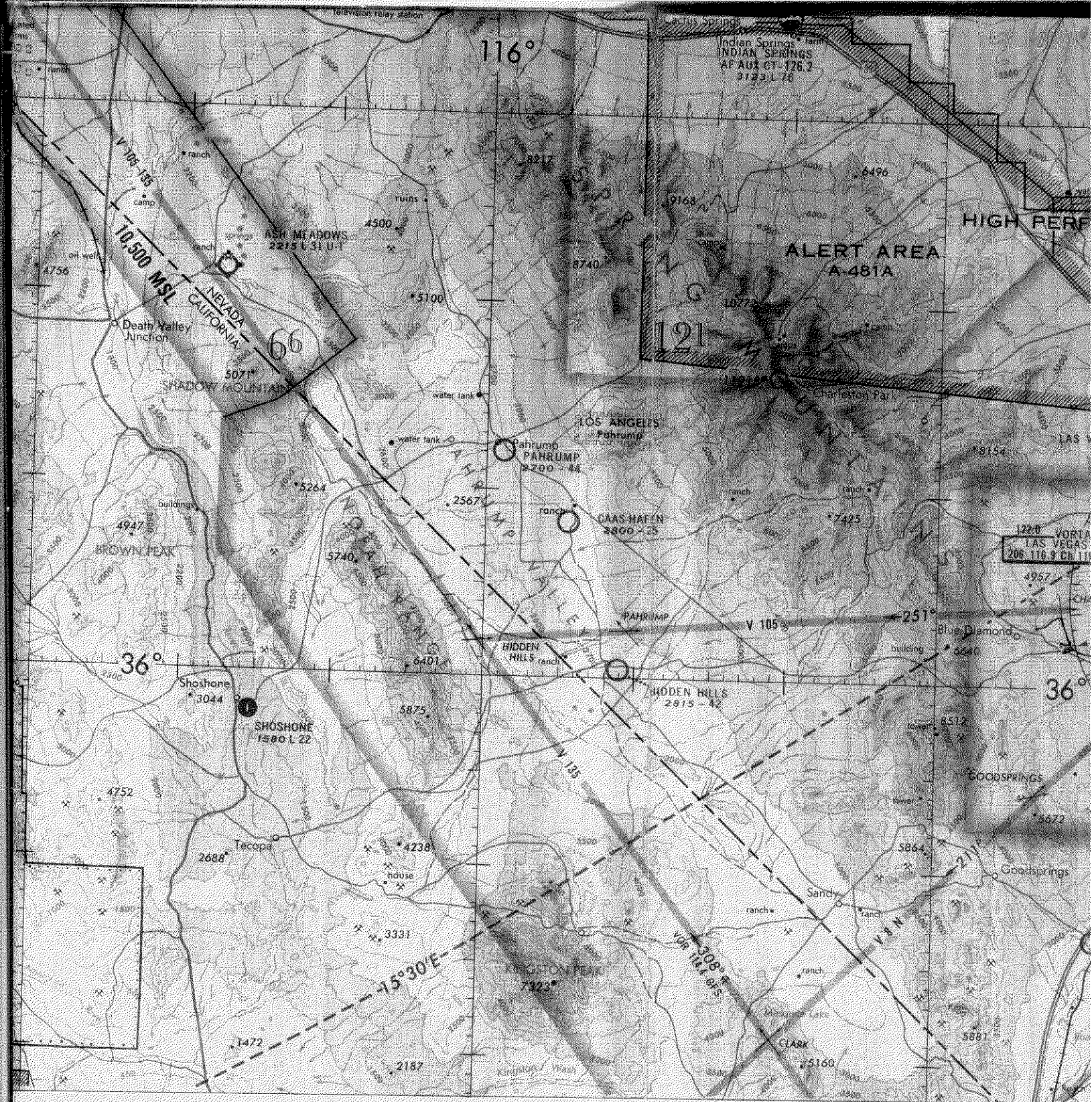
NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
R-2502	Fort Irwin, California	Unlimited	Continuous	† FAA, Los Angeles ARTC Center or area FSS. C.G., Fort Irwin, California

R-2505	China Lake, California	Unlimited	Continuous	† FA or Co Sta
R-2506	China Lake South, California	To 6,000	Sunrise to sunset Mon. thru Fri.	† FA or Co Sta

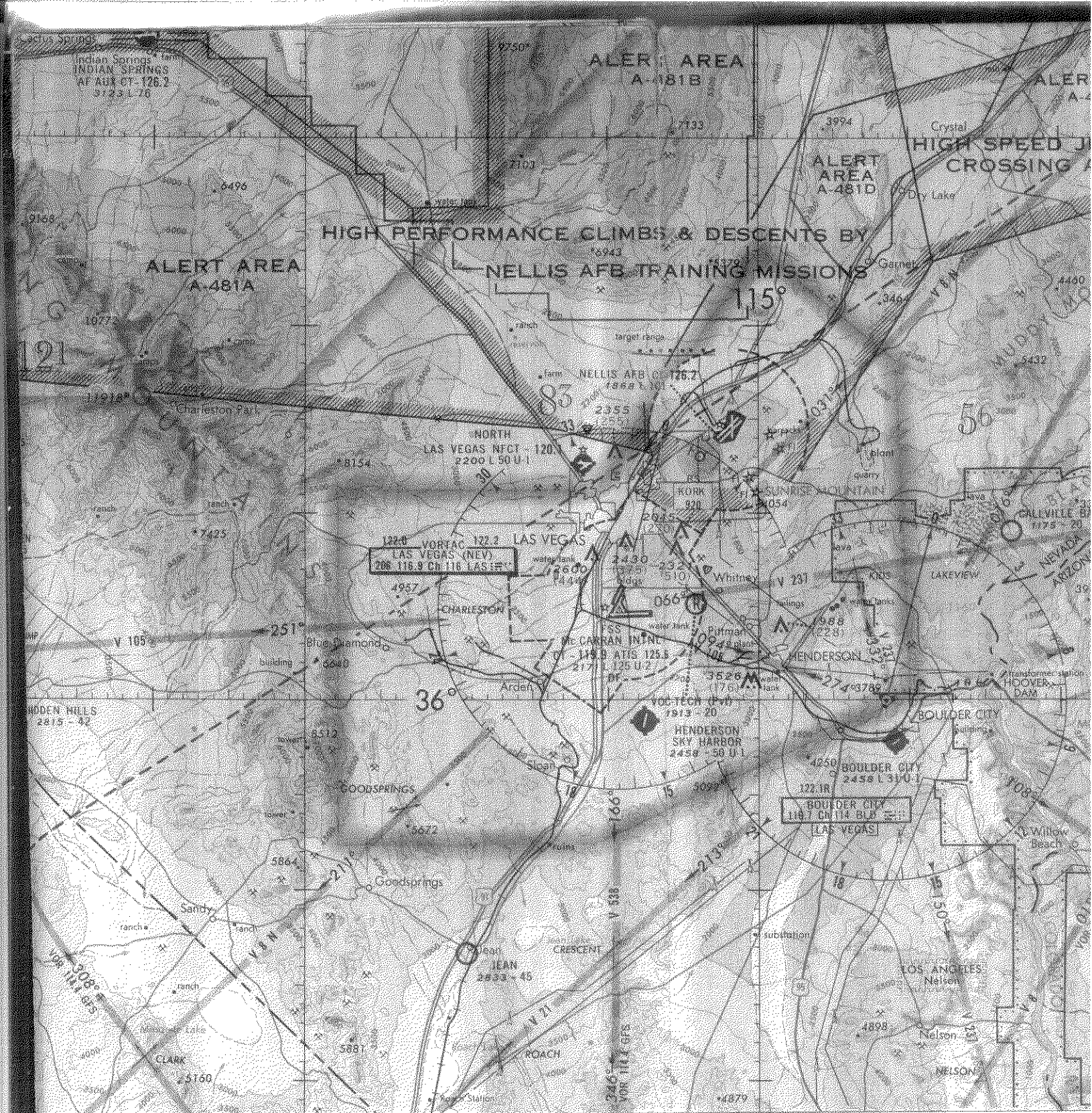


R-2505	China Lake, California	Unlimited	Continuous	† FAA, Los Angeles ARTC Center or area FSS. Comdr, Naval Ordnance Test Station, China Lake, California
R-2506	China Lake South, California	To 6,000	Sunrise to sunset Mon. thru Fri.	† FAA, Los Angeles ARTC Center or area FSS. Comdr, Naval Ordnance Test Station, China Lake, California

R-2524	Trona, California	Unlimited	Continuous	† FAA, Los Angeles ARTC Center or area FSS. Comdr, Naval Ordnance Test Station, China Lake, California
R-4806	Las Vegas, Nevada	Mon. thru Sat. Unltd. Sun., 13,000 to Unltd.	Continuous	† FAA, Los Angeles ARTC Center or area FSS. Comdr, Naval Ordnance Test Station, China Lake, California
R-4807	Tonopah, Nevada	Mon. thru Sat. Unltd. Sun., 13,000 to Unltd.	Continuous	† FAA, Los Angeles ARTC Center or area FSS. Comdr, Naval Ordnance Test Station, China Lake, California



R-2524	Trona, California	Unlimited	Continuous	† FAA, Los Angeles ARTC Center or area FSS, Comdr, Naval Ordnance Test Station, China Lake, California	R-4808	Las Vegas, Nevada	Unlimited Continuous
R-4806	Las Vegas, Nevada	Mon. thru Sat. Unltd. Sun., 13,000 to Unltd.	Continuous	† FAA, Los Angeles ARTC Center or area FSS, Comdr., Nellis AFB, Nevada	R-4809	Tonopah, Nevada	Unlimited Continuous
R-4807	Tonopah, Nevada	Mon. thru Sat. Unltd. Sun., 13,000 to Unltd.	Continuous	Comdr., Nellis AFB, Nevada	R-6402	Desert Test Center, Dugway, Utah	To FL 400 Continuous



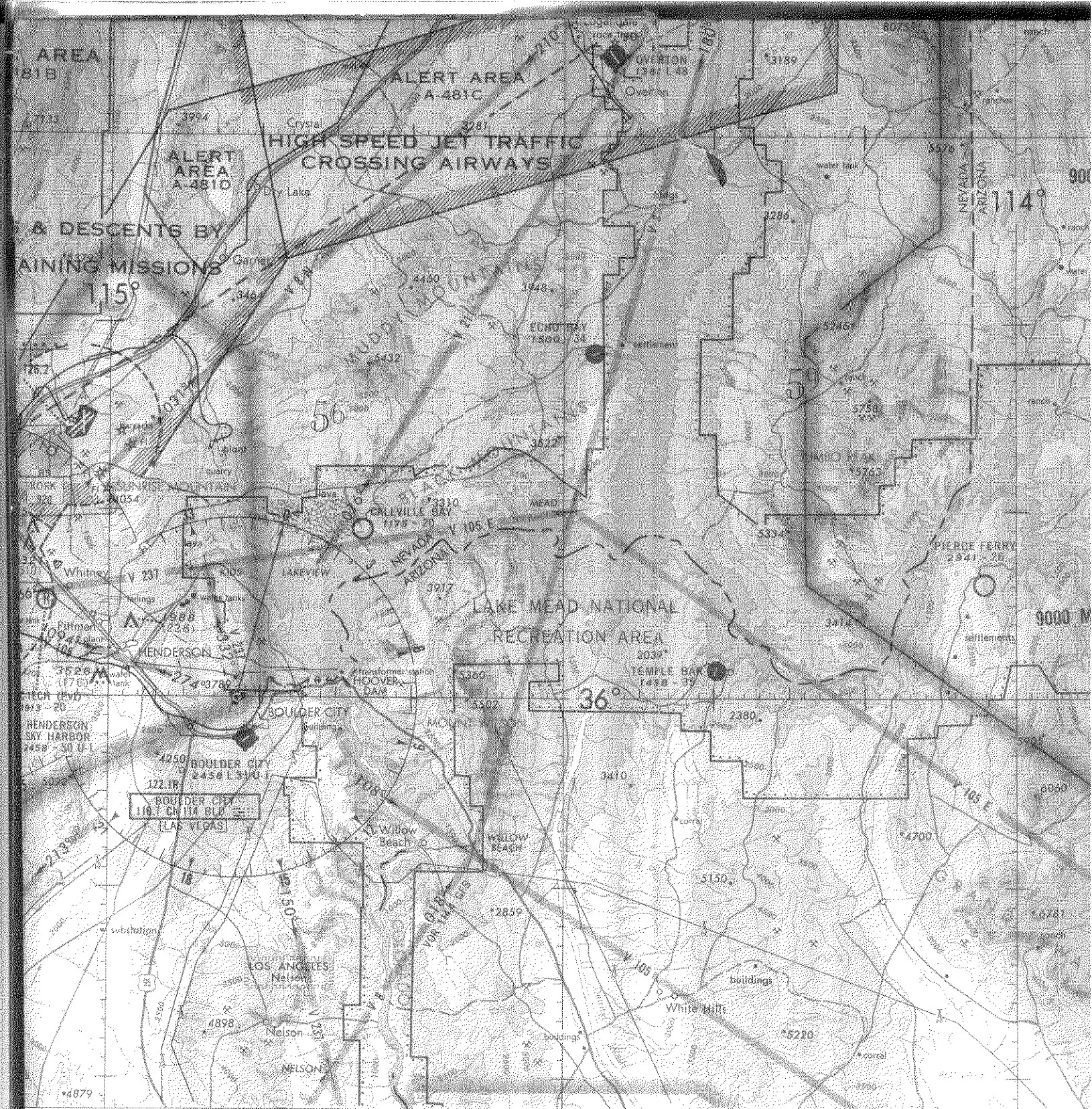
30'

115°



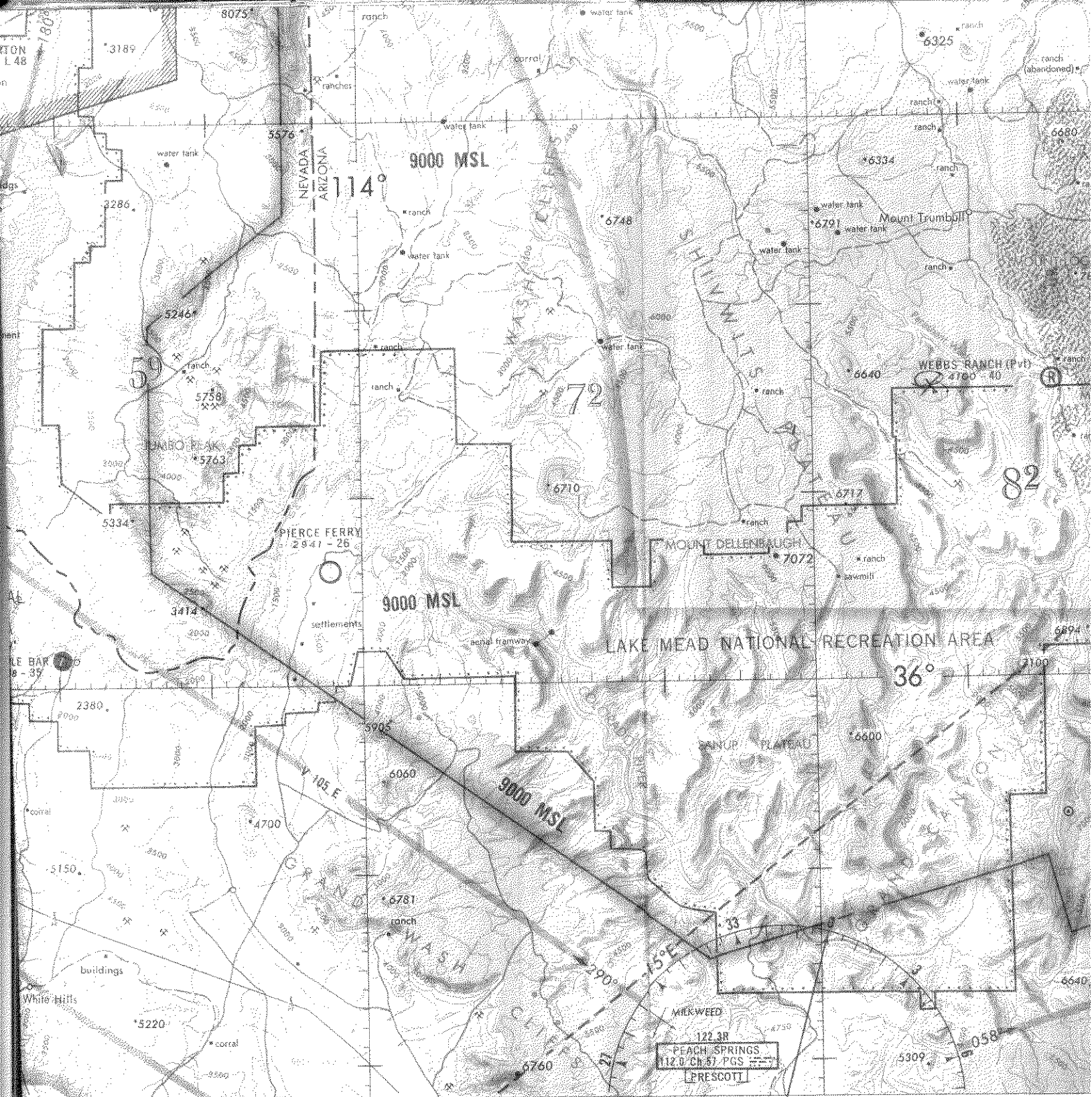
R-4808	Las Vegas, Nevada	Unlimited	Continuous	Mgr., Atomic Energy Commission, Las Vegas, Nevada
R-4809	Tonopah, Nevada	Unlimited	Continuous	Mgr., Atomic Energy Commission, Albuquerque, New Mexico
R-6402	Desert Test Center, Dugway, Utah	To FL 400	Continuous	† FAA, Salt Lake City ARTC Center or area FSS. C.G. Desert Test Center, Dugway, Utah

R-6405	Wendover, Utah	To FL 400	Continuous
R-6407	Desert Test Center, Dugway, Utah	To FL 400	Continuous



R-6405	Wendover, Utah	To FL 400	Continuous	† FAA, Salt Lake City ARTC Center or area FSS. Comdr, Hill AFB, Utah
R-6407	Desert Test Center, Dagway, Utah	To FL 400	Continuous	† FAA, Salt Lake City ARTC Center or area FSS. C.G. Desert Test Center, Dagway, Utah

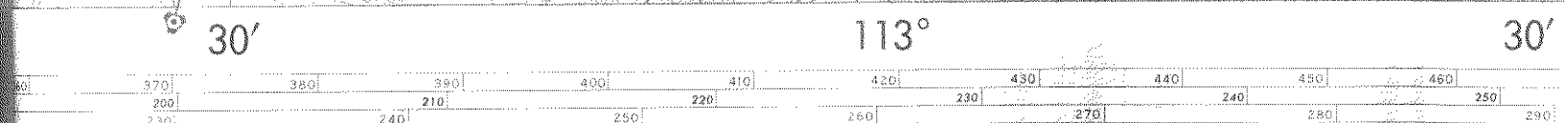
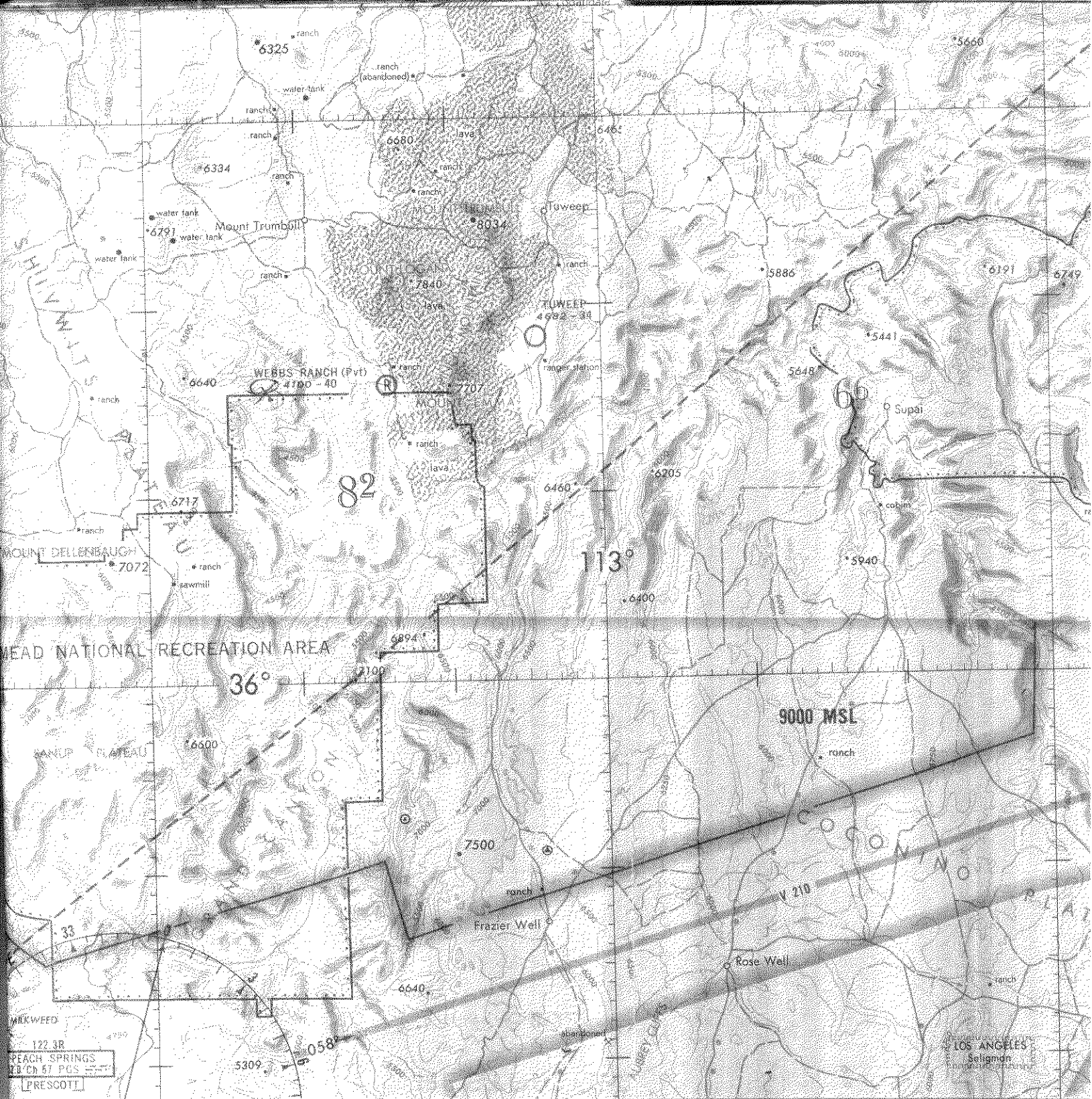
A-481A	Indian Springs, Nevada	5500 to FL 230 inclusive	0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance
A-481B	Sheep Range, Nevada	To FL 230 inclusive	0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance



114°

30'

114°				30'			
160	170	180	190	200	210	220	230
300	310	320	330	340	350	360	370
380	390	400					
A-481A	Indian Springs, Nevada	5500 to FL 230 inclusive	0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance	Comdr. Nellis AFB, Nevada	A-481C	Overton, Nevada	8000 to 9000 inclusive
A-481B	Sheep Range, Nevada	To FL 230 inclusive	0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance	Comdr. Nellis AFB, Nevada	A-481D	Dry Lake, Nevada	3800 to 9000 inclusive
							0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance
							0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance

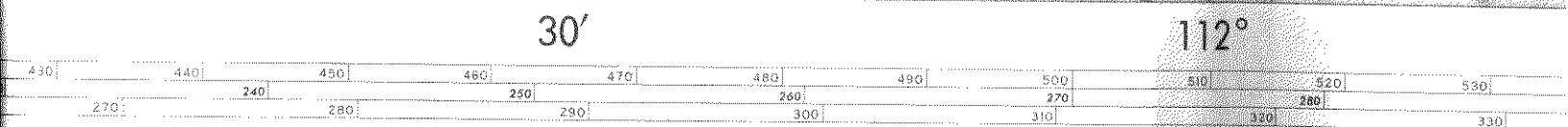
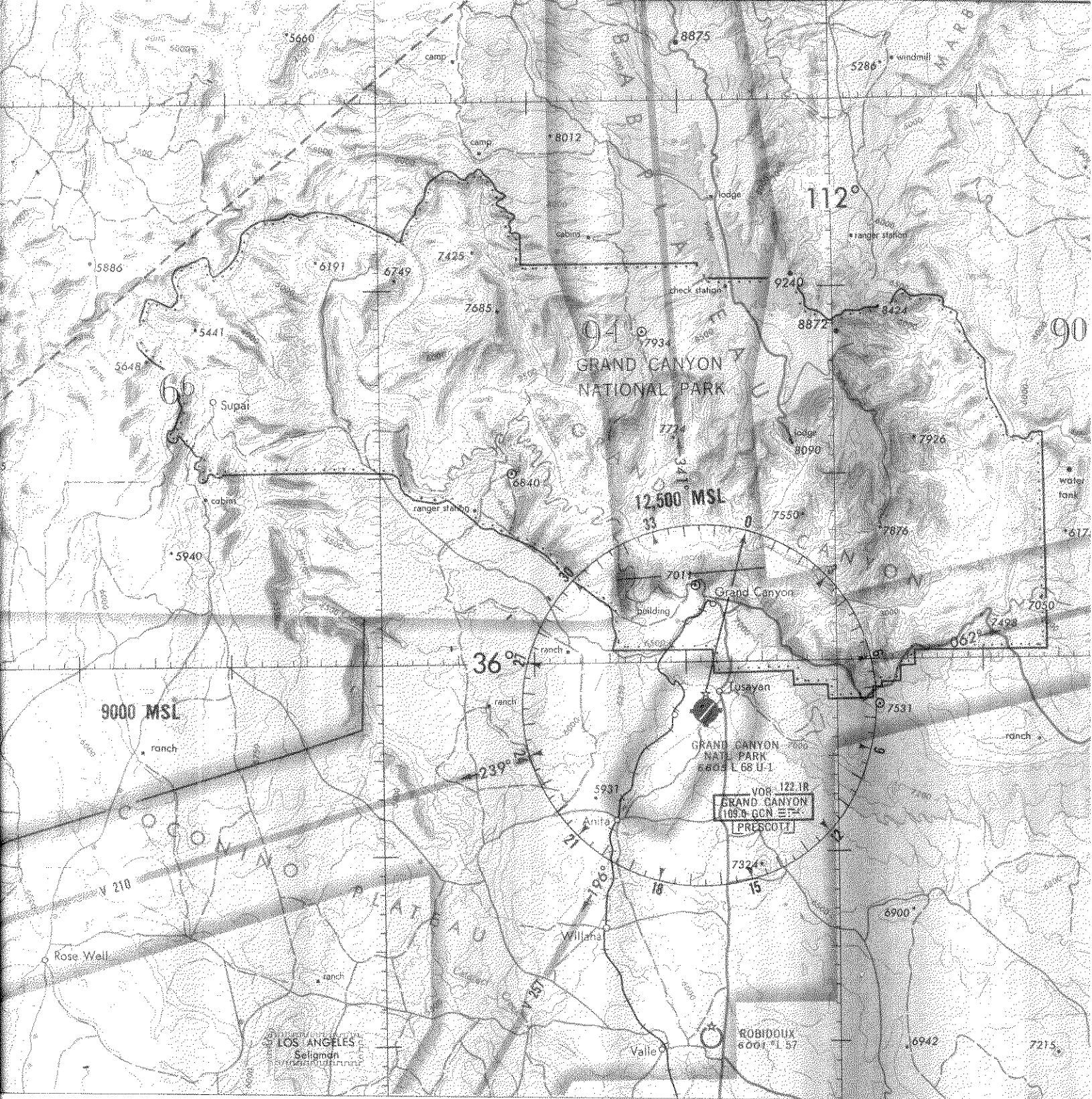


A-481C	Overton, Nevada	8000 to 9000 inclusive	0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs in advance	Comdr. Nellis AFB, Nevada
A-481D	Dry Lake, Nevada	3800 to 9000 inclusive	0600 to 1800 Mon. thru Fri. Other times by NOTAMS 24 hrs. in advance	Comdr. Nellis AFB, Nevada

P - Prohibited R - Restricted W - Warning A - Alert

Unless otherwise noted: Altitudes are MSL and in feet; time is local.

No person shall operate an aircraft within a Prohibited Area, or within a Restricted Area altitudes during the time of designation unless prior permission has been issued by the listed above. The appropriate authority is defined as either the controlling agency. Flight within Alert Areas is not restricted, but pilots are advised to exercise extreme care.



Prohibited R - Restricted W - Warning A - Alert
 † - Controlling Agency
 otherwise noted; Altitudes are MSL and in feet; time is local.
 No person shall operate an aircraft within a Prohibited Area, or within a Restricted Area between the designated
 altitudes during the time of designation unless prior permission has been issued by the appropriate authority as
 noted above. The appropriate authority is defined as either the controlling agency (†) or the using agency.
 Within Alert Areas is not restricted, but pilots are advised to exercise extreme caution.

NR001 DN PLAIN

1:45AM URGENT 4-8-72 RDE

TO: DIRECTOR, SALT LAKE CITY, SAN FRANCISCO, LAS VEGAS

FROM: DENVER (164-120)

b7C

UNSUB; AKA [REDACTED] UNITED AIRLINES FLIGHT EIGHT FIVE FIVE, DENVER
TO LOS ANGELES, APRIL SEVEN SEVENTYTWO, CAA DASH HIJACKING.

OO: SALT LAKE.

RE SAN FRANCISCO TEL TO BUREAU AND DENVER APRIL SEVEN LAST.

INTERVIEW OF ALL TICKET AGENTS, CUSTOMER SERVICE
REPRESENTATIVES, BAGGAGE PERSONNEL WHO HANDLED INSTANT
FLIGHT AND ADJACENT FLIGHTS ON CONOURSE B SERVING UNITED
AIRLINES DEVELOPED NO INFORMATION TO RECALL OR IDENTIFY
UNSUB.

FLIGHT CONTROL PERSONNEL WHO HANDLED CAPTIONED
FLIGHT CANNOT RECALL UNSUB BASED ON DESCRIPTION.

UNSUB USING NAME [REDACTED] MADE TELEPHONE RESERVATION THREE
THIRTYNINE PM, MARCH THIRTYONE LAST FOR CAPTIONED FLIGHT, BUT
GAVE NO CONTACT PHONE NUMBER OR ADDRESS. TICKET PURCHASED BETWEEN
ONE THIRTY PM AND TWO PM APRIL SEVEN AT UAL RESERVATION
COUNTER, ISSUED TICKET ONE FIVE FIVE SEVEN TWO THREE ZERO
FOUR EIGHT FIVE. CLERK WHO HANDLED TELEPHONE RESERVATION
UNABLE TO RECALL INCIDENT. TICKET CLERK WHO SOLD TICKET
END PAGE ONE

b7C

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CANNOT SPECIFICALLY RECALL SALE OR UNSUB.

INQUIRY OF AIRLINE PERSONNEL DOES NOT IDENTIFY ANY PASSENGER AGENT OR AIRLINE EMPLOYEE WHO ALLEGEDLY FOUND AN ENVELOPE IN AIRPORT RESTROOM, WHICH ENVELOPE ALLEGEDLY ENDED UP IN POSSESSION OF UNSUB.

RE SAN FRANCISCO TEL ADVISED AS FOLLOWS:

UAL FLIGHT EIGHT FIVE FIVE, BEING SEVEN TWENTY SEVEN, ENROUTE DENVER TO LOS ANGELES, DIVERTED IN FLIGHT BY UNSUB. UNSUB REPORTEDLY CONFRONTED CAPTAIN IN COCKPIT DISPLAYING HAND WEAPON AND POSSIBLY EXPLOSIVES, WHEN PLANE THIRTYFIVE MILES NORTHWEST OF GRAND JUNCTION, COLO. FLIGHT EIGHT FIVE FIVE, PER HIJACKER INSTRUCTIONS, LANDED SAN FRANCISCO INTERNATIONAL AIRPORT APPROXIMATELY FOUR TWENTY PM, INSTANT.

HIJACKER DEMANDED FIVE HUNDRED THOUSAND DOLLARS CASH BE PLACED IN TWO SUITCASES AND FOUR PARACHUTES. UNSUB INSTRUCTED NO FLUORESCENT POWDER, MARKED MONEY OR RADIOS IN PARACHUTES. FURTHER STATED NO PASSENGERS WOULD BE ALLOWED TO DEPLANE PRIOR TO PAYMENT OF MONEY AND RECEIVING PARACHUTES.

FLIGHT EIGHT FIVE FIVE REFUELED PER INSTRUCTIONS OF HIJACKER, PARACHUTES MADE AVAILABLE, AND FIVE HUNDRED THOUSAND DOLLARS CASH DELIVERED TO HIJACKER. AS OF SEVEN THIRTY PM, ONLY FIVE CREW MEMBERS, INCLUDING TWO STEWARDESSES, AND HIJACKER REMAIN ABOARD AIRCRAFT. FLIGHT EIGHT FIVE FIVE DEPARTED SF SEVEN THIRTY PM, HEADING EASTERLY DIRECTION.

END PAGE TWO

PAGE THREE

FOLLOWING DESCRIPTION FURNISHED BY SAN FRANCISCO:

WHITE. MALE, AMERICAN, AGE TWENTYFIVE TO THIRTY,
FIVE FEET SEVEN TO FIVE FEET EIGHT INCHES, ONE HUNDRED
FORTY TO ONE FIFTYFIVE POUNDS, THIN BUILD, SANDY TO LIGHT
BROWN HAIR, ROUGH COMPLEXION, POCK MARKED FACE,
NO ACCENT, WEARING DARK BLUE DOUBLE KNIT BELL BOTTOM SLACKS
AND DARK BLUE JACKET, WHICH TWO PIECES OF CLOTHING DID NOT
MATCH, BROWN AND YELLOW SHOES, CARRYING BLACK ATTACHE
CASE, WENT INTO RESTROOM ABOARD PLANE IN FLIGHT AND CAME
OUT WEARING BLACK WIG.

SALT LAKE CITY AND SAN FRANCISCO FURNISH ANY ADDITIONAL
DESCRIPTIVE DATA TO DENVER, AND ATTEMPT TO OBTAIN
COMPOSITE DRAWING FOR UTILIZATION IN ADDITIONAL DENVER
INVESTIGATION.

UNSUB CONSIDERED ARMED AND EXTREMELY DANGEROUS.

END

RHJ FBI LAS VEGAS

TU AND CLR

NR013 WA PLAIN 7:10 AM

3:30AM URGENT 4-8-72 MXH FCO

TO DIRECTOR

LOS ANGELES

LAS VEGAS

DENVER

SALT LAKE CITY

/////ALL OFFICES VIA WASH DC/////

FROM SAN FRANCISCO (164-NEW) 12 PAGES

UNSUB, AKA [REDACTED] UNITED AIR LINES FLIGHT EIGHT FIVE FIVE, DENVER TO LOS ANGELES APRIL SEVEN, SEVENTYTWO, CAA-HIJACKING, OO: DENVER.

b7C

RE SAN FRANCISCO TELEPHONE CALLS TO BUREAU, BUREAU TELEPHONE CALLS TO SAN FRANCISCO, APRIL SEVEN LAST, AND SAN FRANCISCO TELETYPE APRIL SEVEN LAST.

BUREAU HAS ADVISED THAT BUREAU ARTIST ARRIVED LOS ANGELES THIS DATE PREPARE ARTIST'S CONCEPTION OF SUBJECT. WITNESSES WHO CAN PROVIDE BEST DESCRIPTION OF SUBJECT AS FOLLOWS:

[REDACTED]

GARDENA, CALIFORNIA,

[REDACTED]

b7C

ONTARIO, CALIFORNIA,

[REDACTED] UAL BASE, LOS ANGELES,

[REDACTED]

COLORADO,

END PAGE ONE

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SF 164-NEW

[REDACTED]
GOLDEN, COLORADO.

[REDACTED] ARE IN LOS ANGELES AT A CONVENTION.
WILL CONTACT LOS ANGELES OFFICE THIS DATE AS TO LOCATION IN LOS
ANGELES. IN ADDITION, THE TWO STEWARDESSES WHO REMAINED ABOARD
AIRCRAFT ON DEPARTURE SAN FRANCISCO ARE IN POSITION TO FURNISH
DESCRIPTION: [REDACTED] AND [REDACTED] BOTH BASED LOS ANGELES. b7C

THE REMAINING CREW MEMBERS DEPARTED SAN FRANCISCO WITH
HIJACKER: [REDACTED] FLIGHT OFFICER [REDACTED] b7C
ENGINEER [REDACTED]

SAN FRANCISCO OBTAINING PAY OFF LIST WELLS FARGO CONSISTING
OF HUNDRED SIXTY PAGES. IN VIEW OF VOLUME SAME WILL BE HANDED
CARRIED BY CAPTAIN UAL FLIGHT EIGHT FIVE ZERO, DEPARTING
SAN FRANCISCO EIGHT FORTYFIVE AM THIS DATE, ARRIVING DULLES AIRPORT
FOUR FORTYFIVE PM . BUREAU ADVISED MAKING ARRANGEMENTS WASHINGTON
FIELD OFFICE TO PICK UP. BUREAU WILL BE ADVISED ON DEPARTURE OF
FLIGHT. CAPTAIN'S NAME AND ANY FURTHER DETAILS.

MANIFEST ON SUBJECT FLIGHT CONTAINED NAMES EIGHTYFOUR
PASSENGERS. ALL PASSENGERS INTERVIEWED WITH EXCEPTION OF
END PAGE TWO

PAGE THREE

SF 164-NEW

[REDACTED] AND AN INFANT CHILD. EIGHTYTWO PASSENGERS INTERVIEWED ONE STEWARDESS, FOR A TOTAL EIGHTYTHREE INTERVIEWS.

[REDACTED], DEPARTMENT OF CORRECTIONS, SACRAMENTO, CALIFORNIA, ADVISED AS FOLLOWS. HE STATED THAT HE ENTERED THE AIRPLANE AT DENVER, COLORADO WITH HIS [REDACTED] AND THAT THEIR OTHER DESTINATION WAS LOS ANGELES, CALIFORNIA. BOTH [REDACTED] AND [REDACTED] WERE SEATED IN ROW ONE NINE OF THE AIRCRAFT.

[REDACTED] STATED HE FIRST OBSERVED SUBJECT WHEN SUBJECT ENTERED THE RESTROOM OF THE AIRPLANE. AT THAT TIME [REDACTED] NOTICED THAT THE SUBJECT HAD BROWN COLORED MEDIUM LENGTH HAIR. WHEN THE SUBJECT CAME OUT OF THE BATHROOM AFTER A LENGTHY PERIOD OF TIME [REDACTED] NOTED THAT HE WEARING WHAT APPEARED TO BE BLACK WIG AND A MUSTACHE THAT APPEARED TO BE FALSE.

AFTER SUBJECT RETURNED TO HIS SEAT, [REDACTED] NOTED THAT SUBJECT WAS GOING THROUGH A MANILA ENVELOPE AND TAKING OUT WHAT APPEARED TO BE PIECES OF NOTEPAPER. [REDACTED] ALSO NOTED SUBJECT RUMMAGING THROUGH A SMALL BLACK SUITCASE.

[REDACTED] SAID THAT APPROXIMATELY ONE HOUR OUT OF DENVER HE GOT UP AND WALKED PAST THE SUBJECT ATO GET A LOOK AT HIM AS HE WAS SUSPICIOUS OF HIM, AND THAT ON HIS RETURN FROM THE

END PAGE THREE

b7C

b7C

b7C

b7C

RESTROOM HE NOTICED THAT THE SUBJECT WAS HOLDING WHAT APPEARED TO BE A HAND GRENADE. [] STATED THAT THE SUBJECT LOOKED UP AT [] AND MADE SURE THAT HE SAW THE HAND GRENADE AND THEN COVERED THE HAND GRENADE WITH HIS HAND.

b7C

FROM THAT TIME FORWARD, [] NOTED THAT THE SUBJECT PASSED SEVERAL NOTES TO THE STEWARDESSES, WHO TOOK THEM TO THE CAPTAIN OF THE AIRCRAFT. [] DID NOT HEAR THE SUBJECT MAKE ANY VERBAL DEMANDS DURING THE FLIGHT. [] STATED THAT HE SAW THE SUBJECT MOVE FROM HIS SEAT AFTER HE HAD HAD THE OTHER TWO PASSENGERS ON THAT ROW MOVE TO THE FRONT OF THE AIRCRAFT TO A WINDOW SEAT WHERE THE SUBJECT REMAINED THROUGHOUT THE HIJACKING.

b7C

UPON LANDING AT THE SAN FRANCISCO AIRPORT, THE STEWARDESS TOLD [] AND THE OTHER MAN SITTING IN HIS ROW TO LEAVE THEIR SEATS AND GO TO THE FRONT OF THE AIRCRAFT. [] REMAINED SITTING IN ROW ONE NINE.

b7C

AFTER THE AIRCRAFT WAS ON THE GROUND THE SUBJECT MADE [] ACCOMPANY ONE OF THE CREW MEMEBERS OF THE AIRPLANE OUT OF THE AIRCRAFT AND RETRIEVE SOME BAGGAGE AND WHAT APPEARED TO BE SOME PARACHUTES. SHORTLY AFTER THE BAGGAGE WAS BROUGHT ON BOARD THE PASSENGERS WERE TOLD TO LEAVE THE AIRCRAFT AND BOTH [] AND [] LEFT THE AIRCRAFT AT [] AT TIME.

b7C

END PAGE FOUR

[REDACTED] FURNISHED THE FOLLOWING INFORMATION VOLUNTARILY AFTER HAVING BEEN ADVISED OF THE PERSONAL AND OFFICIAL IDENTITY OF INTERVIEWING AGENT AS WELL AS AFTER HAVING BEEN ADVISED OF HIS CONSTITUTIONAL RIGHTS. b7C

[REDACTED] ADVISED THAT DURING NINETEEN SEVENTY HE WAS SERVING TIME FOR ESCAPE AT THE DEUEL VOCATIONAL INSTITUTE, TRACY, CALIFORNIA, AND ON OCTOBER SIX, SEVENTY ONE [REDACTED] WALKED AWAY FROM THE ABOVE FACILITY. HE ADVISED THAT ON APRIL SEVEN, SEVENTYTWO, HE WAS IN THE PROCESS OF BEING EXTRADITED FROM DENVER, COLORADO, BACK TO LOS ANGELES, CALIFORNIA, WHERE HE WAS TO BE REASSIGNED TO SOME STATE OF CALIFORNIA CORRECTIONAL FACILITY. b7C

HE STATED THAT AT APPROXIMATELY TWO THIRTY P.M., APRIL SEVEN, SEVENTYTWO, HE, IN THE CUSTODY OF [REDACTED] [REDACTED] DEPARTMENT OF CORRECTIONS, STATE OF CALIFORNIA, BOARDED A UNITED AIRPLANE IN DENVER, COLORADO, ENROUTE TO LOS ANGELES. HE STATED THAT HE AND [REDACTED] WERE SEATED IN [REDACTED] IN THE TOURIST SECTION OF THE AIRPLANE ON THE LEFT SIDE OF THE AIRPLANE. b7C

HE ADVISED HE AND [REDACTED] AND A WHEELCHAIR PASSENGER BOARDED THE AIRPLANE PRIOR TO ANY OTHER PASSENGERS COMING ON BOARD b7C

END PAGE FIVE

THE PLANE. HE STATED THAT AFTER ALL THE OTHER PASSENGERS HAD BOARDED THE AIRPLANE, A STEWARDESS OVER THE PUBLIC ADDRESS SYSTEM ASKED IF ANYONE WAS MISSING A MANILA ENVELOPE, AT WHICH TIME A MALE PASSENGER WHO WAS LOCKED IN THE RESTROOM STEPPED OUT OF THE RESTROOM MOMENTARILY, ADVISED THE STEWARDESS IT WAS HIS, AT WHICH TIME THE ENVELOPE WAS GIVEN TO HIM AND HE RETURNED TO THE MEN'S ROOM. (THIS INDIVIDUAL SUBSEQUENTLY BECAME THE HIJACKER OF THE ABOVE MENTIONED AIRPLANE). [REDACTED] ADVISED AS THE PLANE WAS GETTING READY TO TAKE OFF FROM THE DENVER AIRPORT A STEWARDESS WENT BACK TO THE RESTROOM IN ORDER TO GET THE ABOVE INDIVIDUAL TO COME OUT OF THE RESTROOM AND RETURN TO HIS SEAT, HOWEVER, THE PASSENGER WAS RELUCTANT TO COME OUT OF THE RESTROOM.

b7C

AT THIS TIME A MALE EMPLOYEE ON THE AIRPLANE CAME BACK TO THE RESTROOM AND WAS SUCCESSFUL IN GETTING THE ABOVE INDIVIDUAL TO COME OUT OF THE BATHROOM AND TAKE HIS SEAT NEXT TO THE WINDOW IN ROW TWENTY ON THE RIGHT SIDE OF THE PLANE. A SHORT TIME LATER THE PLANE BECAME AIRBORNE AND AT THIS POINT [REDACTED] OBSERVED THE HIJACKER ACTING NERVOUS AND APPEARED TO BE PLAYING WITH HIS COAT AS IF HE MIGHT HAVE A GUN UNDERNEATH HIS COAT. [REDACTED] ADVISED HE ALERTED [REDACTED] OF THE HIJACKER'S ACTIVITIES.

b7C

END PAGE SIX

PAGE SEVEN

SF 164-NEW

[] STATED A SHORT TIME LATER A GREY HAired MAN WITH A MUSTACKE, BELIEVED TO BE AN AIRLINES EMPLOYEE, CAME BACK TO THE AREA WHERE THE HIJACKER WAS SEATED, ENGAGED THE HIJACKER IN CONVERSATION, AT WHICH TIME THE HIJACKER MOTIONED WITH HIS FINGER FOR THE GREY HAired MAN TO RETURN TO THE FRONT OF THE PLANE.

b7C

HE STATED A SYORT TIME LATER OVER THE PUBLIC ADDRESS SYSTEM A MALE VOICE ANNOUNCED THAT DUE TO MECHANICAL DIFFICULTIES WITH THE HYDRALIC SYSTEM THE PLANE WOULD BE LANDING AT GRAND JUNCTION, COLORADO. [] STATED HE CONTINUED TO OBSERVE THE HIJACKER WHO PERIODICALLY WOULD RING THE SERVICE BELL, AT WHICH TIME DIFFERENT STEWARDESSES WOULD COME BACK TO THE HIJACKER AND THE HIJACKER WOULD GIVE THE STEWARDESS NOTES. HE ADVISED THIS OCCURRED EIGHT OR TEN TIMES. HE STATED THE PILOT EVENTUALLY ANNOUNCED THAT THE PLANE WOULD NOT BE GOING TO LOS ANGELES AS SCHEDULED BUT WOULD BE GOING TO SAN FRANCISCO.

b7C

[] STATED THAT A SHORT DISTANCE OUT OF SAN FRANCISCO THE PILOT ANNOUNCED THAT THE PLANE WOULD NOT BE GOING TO THE NORMAL UNLOADING AREA AS ALL AREAS WERE BEING UTILIZED. HE

END PAGE SEVEN

b7C

PAGE EIGHT

SF 164-NEW

ADVISED THAT THE PLANE AFTER LANDING WAS PARKED IN A POSITION AWAY FROM THE AIRLINE TERMINAL. HE ADVISED AT THIS TIME A STEWARDESS CAME BACK TO THE AREA WHERE HE AND [] WERE SEATED AND THE STEWARDESS REQUESTED THAT [] AS WELL AS THE OTHER PASSENGERS SEATED IN ROW NINETEEN MOVE TO THE FRONT OF THE PLANE AND ALSO MADE THE REQUEST FOR A WOMAN AND A YOUNG CHILD SEATED DIRECTLY BEHIND HIM [] ALSO MOVE TO THE FRONT OF THE PLANE. HE ADVISED THAT THROUGHOUT THIS ACTIVITY HE OBSERVED THE HIJACKER SEATED ACROSS FROM HIM HOLDING A HAND GRENADE WITH THE PIN REMOVED. HE ADVISED THAT AFTER THE PEOPLE AROUND HIM HAD BEEN MOVED TO THE FRONT OF THE PLANE THE HIJACKER TOOK A SEAT DIRECTLY BEHINE HIM IN ROW TWENTY. A SHORT TIME LATER HE HANDED OVER THE BACK OF THE SEAT A NOTE WHICH SAID "GO UP AND SEE THE CAPTAIN". [] ADVISED HE WENT UP TO THE CAPTAIN OF THE PLANE WHERE THE CAPTAIN ADVISED HIM HE WAS THE ONE TO GET THE MONEY. HE ADVISED THAT A SHORT TIME LATER A STEWARDNESS ARRIVED AND INDICATED THE HIJACKER DESIRED FOR SOMEONE ELSE TO HELP HIM, [] TO GET THE MONEY. [] ADVISED HE WAS ALSO GIVEN A BAGGAGE CLAIM RECEIPT NUMBER SIX ONE TWO THREE THREE THREE

SND PAGE

END PAGE EIGHT

b7C

PAGE NINE

SF 164-NEW

THE HIJACKER HAD REQUESTED THAT A LARGE BLUE PIECE OF LUGGAGE BE BROUGHT BACK ONTO THE PLANE. [] STATED HE AND AN AIRLINE EMPLOYEE DEPARTED THE PLANE, RETRIEVED TWO BRIEFCASES, ONE BLACK AND ONE TAN, AND A COUPLE OF OTHER ITEMS BELIEVED TO BE PARACHUTES! BOARDED THE PLANE AND TOOK THE ABOVE ITEMS TO THE RESTROOM IN THE REAR OF THE PLANE. HE ADVISED HE AND THE AIRLINE EMPLOYEE RETURNED BACK OUTSIDE THE AIRPLANE, RETIEVED THE LAGRE BLUE PIECE OF LUGGAGE, APPROXIMATELY THREE AND ONE HALE FEET BY THREE FEET, AS WELL AS A COUPLE OF OTHER PIECES OF EQUIPMENT BELIEVED TO BE MORE PARACHUTES AND RETURNED BACK ON BOARD THE PLANE AND TOOK THESE ITEMS TO THR REAR OF THE PLANE.

b7C

AT THIS TIME HE AND THE AIRLINE EMPLOYEE RETURNED TO THE CAPTAIN'S CABIN AND A FEW MINUTES LATER THE PASSENGERS ON BOARD THE PLANE INCLUDING HIMSELF, [] WERE ALLOWED TO LEAVE THE AIRCRAFT.

[] ADVISED HE DID NOT KNOW THIS INDIVIDUAL AND DOES NOT RECALL EVER HAVING SEEN THIS INDIVIDUAL AND NOTICE NO OTHER INDIVIDUALS BELIEVED TO BE INVLOVED IN THIS HIJACKING.

b7C

[] ADVISED THE HIJACKER IS DESCRIBED AS FOLLOWS: WM, THIRTYFOUR TO THIRTYFIVE YEARS, FIVE FEET EIGHT TO NINE INCHES,
END PAGE NINE

PAGE TEN

SF 164-NEW

HUNDRED SIXTYFIVE TO HUNDRED SEVENTY POUNDS, MEDIUM BUILD, WEARING A DARK WIG WHICH CAME DOWN IN FRONT TO EYEBROW LEVEL, COMBED BACK AROUND OVER HIS EARS, WEARING MIRROR TYPE SUNGLASSES, DARK PANTS, DARK COLORED JACKET. HE HAD A FAKE MUSTACHE, HAD SIDEBURNS DOWN TO THE MIDDLE OF THE FACE, CURVING TOWARD THE MOUTH ABOUT ONE INCH AND WERE SQUARED OFF. [REDACTED] BELIEVED HIS HAIR TO BE DARK BROWN, STATED HE WAS WEARING GLOVES, GOLF TYPE, BLACK IN COLOR, UPON ON TOP WITH A SNAP

END PAGE TEN

b7C

FOLLOWING COMPOSITE DESCRIPTION OBTAINED FROM PASSENGERS AND CREW.

WM, TWENTYFIVE TO THIRTYFIVE YEARS OLD, FIVE FEET EIGHT TO TEN INCHES, HUNDRED THIRTYFIVE TO HUNDRED SEVENTY POUNDS, DARK COMPLEXION, VARIOUSLY DESCRIBED AS SPANISH, ARAB, GREEK OR LEBANESE DESCENT. WEARING SMALL BANDAID LEFT SIDE OF NOSE TO JUST UNDER LEFT EYE, BLACK MUSTACHE, DESCRIBED AS THIN TO WIDE BUSHY, CURLED ON ENDS. SEVERAL WITNESSES DESCRIBE GOATEE, THIN WITH SQUARE SIDES, SHORT LENGTH, WEARING JET BLACK OR DARK BROWN WIG, CURLY OR WIRY, NOT PARTED, COMING DOWN ON FOREHEAD, STRAIGHT ACROSS JUST ABOVE EYEBROWS, COLLAR LENGTH IN BACK COMBED OVER THE EARS COVERING REAL HAIR DESCRIBED AS LIGHT BROWN WITH MEDIUM SIDEBURNS TO THE MIDDLE OF THE EAR. WIG DESCRIBED AS HAVING LONG SIDEBURNS TO BELOW THE EARLOBE. WEARING BLACK LEATHER GLOVES WITH HOLE IN TOP OF EACH GLOVE FASTENED WITH SNAP LIKE GLOF GLOVES, WITH THICK BLACK HAIR ON BACK OF HANDS, ALSO SEEN WITHOUT GLOVES AND DESCRIBED AS HAVING THICK FINGERS.

WEARING SUNGLASSES, POSSIBLY TWO DIFFERENT PAIRS, ONE PAIR DESCRIBED AS ROUND MOD STYLE WITH MIRROR LENSES AND GOLD

END PAGE ELEVEN

PAGE TWELVE

SF 164-NEW

RIMS, AND OTHER PAIR DESCRIBED AS DARK RIMS WITH DARK LENSES. GREY-BLUE EYES. WEARING SILVER OR CHROME WRISTWATCH, LARGE ROUND TYPE WITH CONSIDERABLE ART WORK OR NUMBERS ON FACE OF WATCH, EXPANDABLE BAND WITH U-SHAPE LINKS WORN ON LEFT WRIST.

CLOTHING DESCRIBED VARIOUSLY AS GREY BUSINESS SUIT OR DARK BLUE BUSINESS SUIT WITH STRIPES AND ALSO AS GREY OR BLUE HEAVY MATERIAL, POSSIBLY FLANNEL SPORT COAT WITH RED SPOTS OR STRIPES OR YELLOW PINSTRIPE. ALSO REPORTED AT TIMES TO BE CARRYING HEAVY BLUE OVERCOAT, WEARING YELLOW SHIRT WITH ALTERNATING

STRIPES AND TOWS OF BLUE-GREEN FLOWERS WITH POINTED TAB COLLAR, AND ALSO DESCRIBED AS DARK BLUE FLOWERED.

NECKTIE DESCRIBED AS WIDE AND DARK AND REPORTED AS LIGHT BLUE OR GREY. WITNESSES WHO DESCRIBED ATTIRE AS SPORT COAT STATE TROUSERS WERE EITHER DARK OR GREY WITH RED STRIPES. SHOES DESCRIBED AS BUSTER BROWN WITH BLUE PATENT LEATHER FRONT AND BLACK, SQUARE TOES AND GREY SUEDE SIDES.

FACE DESCRIBED AS NARROW, THIN, LONG, OVAL. RIGHT-HANDED. VOICE DESCRIBED AS MEDIUM PITCH, NO ACCENT. CARRIED LARGE GUN IN A HOLSTER, DESCRIBED AS BEING EITHER LUGER OR FORTYFIVE CALIBER TYPE AUTOMATIC WITH LONG, POSSIBLE SIX INCH BARREL, GUN METAL BLUE OR FLAT BLACK COLOR.

END KKKKX

NR 001 SU PLAIN

7:35AM PM URGENT 4/8/72 ACJ

TO DIRECTOR, FBI

BUTTE

DENVER

LAS VEGAS

LOS ANGELES

SAN FRANCISCO

FROM SAC, SALT LAKE CITY (164-36) (5)

UNSUB; AKA [REDACTED] UNITED AIRLINES FLIGHT EIGHT FIVE FIVE,
DENVER TO LOS ANGELES, APRIL SEVEN SEVENTYTWO, CAA-HIJACKING. b7C
OO:SALT LAKE CITY.

RE DENVER TELETYPE TO BUREAU APRIL EIGHT, INSTANT AND SALT
LAKE CITY TELEPHONE CALLS TO BUREAU, APRIL SEVEN AND EIGHT.

UAL FLIGHT EIGHT FIVE FIVE REPORTED TO SALT LAKE FAA
CENTER DEPARTED SAN FRANCISCO EIGHT FORTY-TWO PM, APRIL SEVEN,
ENROUTE TOWARD COALDALE, NEVADA, MARKER, ARRIVING AT NINE
FIFTEEN PM. ARRIVED AT NEXT MARKER, TONOPAH, NEVADA, NINE
TWENTY-FOUR PM, AND WILSON CREEK NEVADA, IS NEXT MARKER.
APPROXIMATELY TWENTY-TWO MILES WEST OF WILSON CREEK MARKER,
AT THIRTY-EIGHT DEGREES TWELVE MINUTES NORTH, ONE-HUNDRED
FIFTEEN DEGREES, SEVEN MINUTES WEST, PILOT BELIEVED PARACHUTE
BEEPERS ACTIVATED, SUGGESTING HIJACKER LEFT AIRCRAFT BUT
CHASE PLANE UNABLE TO CONFIRM.
END PAGE ONE

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FLIGHT CONTINUED EAST AT FOURTEEN-THOUSAND FEET AT SPEED OF ABOUT ONE HUNDRED EIGHTY KNOTS AND NO ATTEMPT MADE TO CHECK CABIN SPACE WHERE HIJACKER BELIEVED TO BE. FLIGHT CONTINUED EASTERLY TO MILFORD, UTAH, MARKER, AND CONTINUED TOWARD HANKSVILLE, UTAHBN MARKER. COURSE CHANGED AT TEN FOURTY PM OVER MARYSVALE, UTAH, TOWARD FAIRFIELD, UTAH MARKER, NEAR PROVO, UTAH. AT DISTANCE NINE MILES SOUTH OF PROVO, FLIGHT REQUESTED COURSE CHANGE THROUGH PRICE, UTAH, MARKER TO GRAND JUNCTION, COLORADO, MARKER. COURSE CHANGED AND PILOT BELIEVED HIJACKER PARACHUTED FROM PLANE ON ONE HUNDRED DEGREE RADIAL AT EIGHT TO TEN MILES FROM FAIRFIELD MARKER. PILOT CHECKED AIRCRAFT AND DETERMINED UNKNOWN SUBJECT NOT ON BOARD. FLIGHT LANDED AT SALT LAKE CITY.

RADAR AT SALT LAKE AIRPORT AND FAA INDICATED UNKNOWN SUBJECT DEPARTEDSAIRPLANE IN IMMEDIATE PROXIMITY OF PROVO, UTAH, AT APPROXIMATELY ELEVEN TWELVE PM. SEARCH IMMEDIATELY BEGUN BY PREVIOUSLY ALERTED AGENTS WITH POLICE AGENCIES ARRIVING IN LIMITED FORCE APPROXIMATELY THIRTY MINUTES LATER AS AVAILABLE LIMITED FORCE HAD BEEN ENGAGED ON OTHER DUTY AT PRECISE TIME OF JUMP. COORDINATED SEARCH BEGUN ABOUT ELEVEN FORTY PM ROADBLOCKS ESTABLISHED AND FOOT SEARCHES COMMENCED AS WELL AS SUPPLEMENTAL LIMITED SEARCHES WITH

END PAGE TWO

SU 164-36

PAGE THREE

HELICOPTERS FROM TWELVE MIDNIGHT ON WITH FLARES BEING DROPPED IN VICINITY. UTAH LAKE SITUATED WEST OF PROVO. AREA SOUTHWEST OF AIRPORT SWAMPY. PROVO RIVER ON NORTH SIDE OF CITY AND FULL AND DEEP AT THIS TIME. OVER TWO HUNDRED OFFICERS AND EIGHT DEPARTMENTS, DIRECTED BY FBI, BEING UTILIZED IN SEARCH EFFORTS. MAJOR SEARCH EFFORT COMMENCING PRIOR TO DAWN THIS DATE.

AT SALT LAKE AIRPORT HIJACKED AIRCRAFT SEARCHED BY BOMB EXPERTS AND NONE FOUND. NO WEAPONS LOCATED AND FINGERPRINTS OF QUESTIONABLE VALUE AS UNKNOWN SUBJECT WORE GLOVES. MISCELLANEOUS MATERIAL OBTAINED DURING SEARCH, THE SIGNIFICANCE OF WHICH IS UNKNOWN. STEWARDESS RETAINED ONE NOTE PASSED TO CREW BY UNKNOWN SUBJECT, HOWEVER OTHER NOTES UTILIZED BY UNKNOWN SUBJECT RETURNED TO HIM AT HIS INSISTENCE. RECOVERED NOTE ON SMALL YELLOW MEMO-TYPE TABLET PAPER AND READS "EVERYBODY OFF NOW EXCEPT STEWARDESSES. THEY STAY PUT. GET THE HELL OFF THE GD. BE QUICK ABOUT IT -- USE THISSRUNWAY." TWO PRE-TYPED FLIGHT PLANS OF FOUR GIVEN CREW RECOVERED. AFTER SEARCH AIRCRAFT SECURED BY UAL OFFICIALS.

FLIGHT CREW CONSISTING OF [REDACTED]

[REDACTED]

END PAGE THREE

b7C

SU 164-36

PAGE FOUR

STEWARDESS [REDACTED] AND STEWARDESS [REDACTED]

b7C

EMPLOYEES OF UAL AND STATIONED LOS ANGELES. CREW INTERVIEWED AT SALT LAKE AND FURNISHED FOLLOWING COMPOSITE DESCRIPTION: WHITE; MALE; AMERICAN; AGE TWENTY-SEVEN TO THIRTY YEARS; FIVE FEET FIVE TO FIVE FEET EIGHT INCHES; ONE HUNDRED FORTY-FIVE TO ONE HUNDRED FIFTY POUNDS; WEARING FALSE BLACK MOUSTACHE AND DARK BROWN OR BLACK WIG; HAIR POSSIBLY BLACK AND CURLY UNDER WIG; EYES GRAY-BLUE; WEARING MIRROR SUN-GLASSES; BLACK, BUSHY, HEAVY EYEBROWS; POSSIBLY THIN LIPS AND SMALL MOUTH; SLENDER BUILD BUT WITH HEAVY LEGS; SLIGHTLY PITTED CHEEKS; DARK COMPLEXION, NORMAL OR SLIGHTLY HIGH PITCHED VOICE; SEEMED COCKY; AND DESCRIBED AS KNOWLEDGEABLE CONCERNING AIRCRAFT AND PARACHUTING. BELIEVED TO HAVE CHANGED CLOTHING AND JUMPED IN MILITARY-TYPE JUMP SUIT, WITH BLACK HARD-TYPE HAT. UNSUB BELIEVED TO HAVE HAD HAND GRENADE AND AUTOMATIC OR REVOLVER OF DARK COLOR.

SEARCH CONTINUING. EVIDENCE BEING PREPARED FOR SUBMISSION TO FBI LABORATORY. LEADS BEING SET OUT BY OTHER COMMUNICATIONS.

END PAGE FOUR

SU 164-36

PAGE FIVE

BUREAU BEING KEPT CURRENTLY ADVISED. PRESS INQUIRIES BEING ANSWERED. UAL OFFICIALS MADE CREW AVAILABLE FOR PRESS INQUIRY BUT INSTRUCTED THAT THEIR ANSWERS BE GENERAL IN NATURE. NO ADDITIONAL PERSONNEL BEING REQUESTED PENDING RESULT OF SEARCH UNDERWAY.

SUBJECT CONSIDERED ARMED AND DANGEROUS.

END.

X RHJ FBI LAS VEGAS

TU AND CLR

P

NR 003 SF PLAIN

1:26PM URGENT 4/8/72 MAH

TO: DENVER

SALT LAKE CITY

LAS VEGAS

FROM: SAN FRANCISCO (164-NEW) 2P

b7C

UNSUB, AYA [REDACTED] UNITED AIR LINES LIGHT EIGHT FIVE FIVE,
DENVER TO LOS ANGELES, APRIL SEVEN, LAST. CAA - HIJACKING.

OO: DENVER.

RE SF TEL CALL TO SALT LAKE CITY AND SALT LAKE CITY TEL CALL TODAY.

b7C

[REDACTED] DBA STEVENS PARA -LOFT, POST OFFICE BOX
TWO FIVE FIVE THREE, BUILDING SEVEN TWO SEVEN, OAKLAND AIRPORT,
OAKLAND, CALIF., PACKED AND PROVIDED FOLLOWING EQUIPMENT IN CATIONED
MATTER:

TWO MAIN BACK PACKS, EACH CONSISTING OF TWENTY EIGHT TOOD SPORT
CHUTE, WHITE, OR ALTERNATING WHITE/ORANGE PANELS.

EACH MAIN CANOPY PACKED IN NYLON CLEEVE EIGHTEEN BY TWENTY INCHES,
FOURTEEN FEET WIDE. SLEEVES NORMALLY BRIGHT COLOR, SUCH AS ORANGE.
COLOR OF SLEEVES PROVIDED UNKNOWN.

END PAGE ONE

See 18

104-72-5

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PAGE TWO

SF 164-NEW

ATTACHED TO SLEEVE IS PILOT CHUTE, APPROXIMATELY TWENTY TWO INCHES IN DIAMETER WHEN FULLY INFLATED, NORMALLY WHITE IN COLOR. ONE PILOT CHUTE PROVIDED, POSSIBLY PINK IN COLOR. ALSO PROVIDED WERE TWO RESERVE SHEST PACKS, TWENTY FOUR FOOT, BOTH WHITE IN COLOR. ONE RESERVE (CHEST) PACK, BRAND NAME PIONEER, SERIAL NUMBER ONE SEVEN ONE STAMPED IN INDELIBLE INK LOCATED BETWEEN SUSPENSION LINES ONE AND TWENTY FOUR. SECOND RESERVE PACK, BRAND NAME SWITLIK, SERIAL NUMBER ONE ZERO SEVEN TWO SEVEN, LOCATED AS ABOVE. IN ADDITION, TWO NORTH STAR ALTIMETERS, MOUNTED ON VELCRO WRIST MOUNTS, WERE PROVIDED.

b7C [REDACTED] OF POINION, IN VIEW OF UNSUB'S SPECIFIC REQUEST, UNSUB BELIEVED TO BE EXPERIENCED PARACHUTE JUMPER.

END

MHE FBI LV

HOLD PLS FOR ONE MESS

F B I

Date: 4/8/72

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE URGENT
(Priority)

TO: DIRECTOR
DENVER
SALT LAKE CITY
SAN FRANCISCO

FROM: LAS VEGAS (164-72)

b7C

UNSUB, AKA [REDACTED] UNITED AIR LINES FLIGHT EIGHT FIVE FIVE,
DENVER TO LOS ANGELES, APRIL SEVEN, LAST. CAA - HIJACKING.

RE LAS VEGAS TEL APRIL SEVEN LAST.

EXTENSIVE GROUND AND AIR SEARCH IN VICINITY OF ADAVEN,
NEVADA, RESULTED IN LOCATION OF ONE CHEST PACK PARACHUTE, WHITE.
CHUTE LOCATED AT THIRTYEIGHT DEGREES, THIRTEEN MINUTES NORTH AND
ONE HUNDRED FIFTEEN DEGREES TWENTYONE MINUTES WEST.

NO INDICATION ANYTHING ATTACHED TO CHUTE AT ANY TIME AND
SHROUD LINES NOT COMPLETELY WITHDRAWN FROM PACK. NO BEEPER
ATTACHED OR LOCATED. ADDITIONAL SEARCH IN VICINITY DISCLOSED
NO OTHER PARACHUTE.

CHUTE DESCRIBED FURTHER. AS SECOND RESERVE PACK, BRAND NAME
SWITLIK, SERIAL NO. ONE ZERO SEVEN TWO SEVEN.

1 - Las Vegas
MCD:eab

JIR RJM 2:50 PM SEARCHED.....

BN PSB 3:06 PM SERIALIZED.....

SA LBB 3:11 PM INDEXED.....

SF MAH 3:30 PM INDEXED.....

Approved: _____

Special Agent in Charge

Sent _____

M

Per _____

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

LV 164-72

PAGE TWO

SAN FRANCISCO FURNISH ANY ADDITIONAL INFORMATION DEVELOPED
CONCERNING LOCATION OF OTHER CHUTE.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

FEDERAL BUREAU OF INVESTIGATION

April 8, 1972

Date of transcription

[redacted]
[redacted] Foster City, California, furnished the following information:

b7C

[redacted] stated that he was the U. S. Coast Guard pilot who piloted the Coast Guard C-130 chase plane which followed the United Air Lines (UAL) 727 which was hijacked. [redacted] advised he is stationed at the U. S. Coast Guard Air Station, San Francisco International Airport.

b7C

[redacted] advised that once the hijacked UAL plane was off the ground, the initial part of his mission to follow the hijacked plane went very smoothly. He stated that the "first bit of action" occurred 55 miles west of Wilson Creek, Nevada. [redacted] furnished the following latitude and longitude bearings: latitude 38° 10 minutes north, longitude 115° 25 minutes west. [redacted] advised that at this time the UAL hijacked plane was flying at 14,000 feet and maintaining speed of 180 knots ground speed, or 110 knots air speed. He advised that at the latitude and longitude given, he and his co-pilot heard what they thought to be two beppers. He advised that it was his opinion that there were two beppers because of the unusual echo effect that he and his co-pilot heard. [redacted] advised that his co-pilot on this flight was [redacted], who he stated is also assigned to the U. S. Coast Guard Air Station, San Francisco International Airport.

b7C

[redacted] advised that when the beppers were first heard, he immediately contacted the UAL hijacked plane by radio and asked if they wished for him to illuminate the area. [redacted] stated that the UAL Captain aboard the hijacked plane requested this not be done as he was afraid that even if the hijacker had jumped from the plane, that he might have the necessary apparatus on his person to still ignite a bomb which he might have left aboard the hijacked aircraft. [redacted] advised that the U. S. Air Force

b7C

Interviewed on 4/8/72 at Foster City, California File # SF 164-

by SA [redacted] /knh b7C

Date dictated 4/8/72

Received at 10:05 PM 4-8-72 sst

164-12-7

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2

SF 164-

LRI:kah

C-130 which was following him did a very quick check of the area where the beppers were heard, but was unable to make any visual contact.

[redacted] stated the remainder of the flight went very smoothly until they were approximately four to ten miles South by Southeast from Provo, Utah. [redacted] advised that at this time the Captain aboard the UAL hijacked plane advised he thought he felt a bump, indicating to [redacted] that possibly the hijacker had jumped.

[redacted] stated that they immediately by radio notified their radio operations of the location and maintained contact with the UAL hijacked plane. [redacted] advised that from his position, he was unable to have any visual contact with the hijacker if he had jumped, as all the lights in the rear part of the hijacked aircraft had been turned off by the hijacker. b7C

[redacted] advised that it was his opinion that the hijacker had some experience in aviation. He qualified this statement by saying that the hijacker was experienced in certain areas of aviation, but was totally unexperienced in other areas. [redacted] advised that an example of this was that the skyjacker was tracking the position of the UAL hijacked plane by basing his calculations on the fact that he was having the hijacked plane maintain a speed of 180 knots ground speed. [redacted] advised that this meant that the hijacked UAL plane had to maintain an air speed of 110 knots. [redacted] stated that the critical speed for the UAL hijacked 727 is 140 knots air speed, but the Captain advised that the hijacker was extremely lucky in that most of the time on the flight they were being pushed along by a 50 knot tailwind, and it was for this reason that the UAL 727 was able to meet the specifications on speed without stalling. [redacted] advised that without the tailwind, it would have been impossible for the UAL plane to operate as the hijacker requested. b7C

[redacted] advised that it was also his opinion the hijacker was somewhat knowledgeable about parachutes. He said he based this opinion on the fact that the hijacker requested sport chutes rather than any regular kind of parachute. b7C

3
SF 164-
LAI:kah

b7C

[] stated that this was important inasmuch as a sport chute could be steered by the individual wearing it and would give the individual a great deal of control as to landing area. [] advised that at the altitude they were flying, approximately 17,500 feet, it was such a clear night that they could see ground definition with no lights at all. [] explained this as meaning that they could tell at the altitude mentioned if they were flying over mountains, level ground, semi-hilly ground, etc.

b7C

[] advised that at the location where the hijacker actually jumped from the plane, his impact area would be approximately half-way between two small airports. [] advised he obtained this information from looking at his map in his aircraft. He stated that his map indicated that there was a small airport approximately ten miles north from where the impact area would have been, and that there was another small airport approximately ten miles south of where the impact area would have been. [] further stated that another factor he considered was that approximately four or five miles to the west of the impact area there was a lake which could have been to some benefit to the hijacker.

b7C

[] further stated that he considered it to be of prime importance that the hijacker asked for a wrist altimeter rather than an altimeter which is attached directly to the parachute. [] explained this by saying that if your altimeter was attached to your parachute and you were attempting to steer your parachute to a given location for impact, you would have a very difficult time observing it, whereas if it were on your wrist, it would be quite easy to see. [] stated that, also, it should be mentioned that most wrist altimeters, in fact 99 per cent of all wrist altimeters, have luminous dials so that the hijacker would be able to read his altimeter in the middle of the night.

b7C

[] stated that from the actions of the hijacker and from the type of equipment and the general operations of the hijacker, he would not be surprised if the hijacker had a private or commercial license. He stated that

4

SF 164-

LRI:kah

b7C

this license would probably be for piloting a small one engine aircraft or a small two engine aircraft. He stated he based this opinion on the fact that the hijacker, as mentioned earlier, had been able to check his location by basing his navigation on a speed of 110 air knots. [redacted] advised that this is fairly close to the speed of the small one engine or two engine airplanes that he mentioned earlier. [redacted] also advised that it was his opinion that the hijacker had some experience with skydiving. He stated he based this opinion on the type of equipment that the skyjacker explicitly asked for.

b7C

[redacted] advised that if he thought of any further information, he would contact the FBI at once. He advised that he could be reached either at the U. S. Coast Guard Air Station, or at his residence in Foster City, California. He advised his home phone number is [redacted]

UNITED STATES GOVERNMENT

Memorandum

TO : SAC (164-72)

DATE: 4-8-72

FROM : SA [REDACTED] b7C

SUBJECT: UNSUB: AKA [REDACTED], UAL 855
CAA-HIJACKING

At 3:39PM this date Duty Agent [REDACTED] SF, called to advise that in an interview of the commander of the Coast Guard C130 chase plane, Cdr. Schmitt, stated that they received a strong beeper signal about 55 miles west of Wilson Creek, Nev. which was an unusual effect, and he feels that the hijacker may have thrown two beepers out of the plane at Longitude 115° 25" N, Latitude 38° 10 Min. N, flying at 14000 feet, 180 knots ground speed. b7C

SF was requesting a ground search for the beepers. Their attention was called to Las Vegas teletype this date indicating finding of parachute at approximately same location cited above. SF said a teletype would follow.

See Attached F.V. 302.

164-72-8

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5010-108-01

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

NR003 SU PLAIN

9:13PM URGENT 4/8/72 LSR

TO: DIRECTOR, FBI

LAS VEGAS

LOS ANGELES

SAN FRANCISCO

SEATTLE

FROM: SAC, SALT LAKE CITY (164-36) 3P

b7C

UNSUB, AKA [REDACTED], UNITED AIRLINES FLIGHT NO. EIGHT FIVE FIVE, DENVER, COLORADO, TO LOS ANGELES, CALIFORNIA, APRIL SEVEN SEVENTYTWO, CAA DASH HIJACKING. OO: SU.

BASED ON INFORMATION FURNISHED BY AIRLINE AND FAA OFFICIALS REGARDING PROBABLE DROP SITE OF HIJACKER AT PROVO, UTAH, AIRPORT, SALT LAKE CITY COORDINATED MASSIVE AIR AND LAND SEARCH THROUGHOUT NIGHT WITH ASSISTANCE OF MILITARY AIRCRAFT USING FLARES AND ROAD BLOCKS CHECKING ALL TRAFFIC DEPARTING PROVO AREA.

AT FIRST LIGHT OF DAWN SALT LAKE CITY INTENSIFIED AIR, LAND AND WATER SEARCH OVER LOGICAL AIRWAYS IN QUESTION THROUGHOUT VALLEY AND LAKE AREAS WITH NEGATIVE RESULTS. EFFORTS INCLUDED ASSISTANCE OF STATE, FEDERAL AND LOCAL OFFICIALS UTILIZING FIVE HELICOPTERS AND TWO AIRPLANES.

ADDITIONAL EFFORTS DIRECTED TO CHECKING HOSPITALS, TRANSPORTATION OUTLETS, APPROPRIATE NEIGHBORHOODS AND CAMPS UTILIZING FACILITIES SURROUNDING LAKE. ONLY PARACHUTES LOCATED USED PREVIOUS
END PAGE ONE

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SU 164-36

NIGHT IN FLARE LIGHTING EXERCISES.

ASSOCIATE OF RICHARD F. MC COY, JR. ADVISED THAT MC COY FIT DESCRIPTION OF UNSUB AND HIS WHEREABOUTS ON NIGHT OF HIJACKING WERE UNKNOWN. NOTED MC COY HAD DISCUSSED HIJACKING INCIDENTS WITH HIM ON PREVIOUS OCCASION.

MC COY LOCATED AND INTERVIEWED AND DETERMINED TO FIT GENERAL DESCRIPTION AND IS QUALIFIED JUMPER, DEMOLITION EXPERT AND PILOT. MC COY DENIES IMPLICATION IN INCIDENT AND STATES WITH WIFE FOR DINNER AND RETURNED HOME WITH HER BETWEEN ELEVEN AND ELEVEN THIRTY PM ON DATE OF HIJACKING. ALSO INTERVIEWED AND DENIED KNOWLEDGE OR IMPLICATION BY HERSELF OR HUSBAND IN HIJACKING SITUATION AND INDICATED SHE HAD BEEN WITH HIM ON NIGHT OF HIJACKING. MC COY HAS SERIOUS LIMP AND CLAIMED PULLED LIGAMENT IN SKIING ACCIDENT TWO WEEKS PREVIOUS AND LEG PLACED IN CAST BY BRIGHAM YOUNG UNIVERSITY HEALTH AUTHORITY, PROVO, UTAH. LEG EXAMINED AND DETERMINED TO BE BADLY SWOLLEN, HOWEVER, CAST HAD BEEN REMOVED. PERSONNEL AT ARMY OPERATIONS CENTER ADVISED MC COY HAD ACCIDENT AND HAD BEEN LIMPING FOR SOME TIME. MC COY FURNISHED LIMITED AMOUNT OF

END PAGE TWO

PAGE THREE

SU 164-36

HANDWRITING WHICH IS BEING FURNISHED TO BUREAU AND CONSENTED TO SEARCH OF AUTOMOBILE AND CONSENTED TO BEING PHOTOGRAPHED WHICH PHOTOS FORWARDED TO LOS ANGELES FOR EXHIBITION TO AIRPLANE CREW.

MC COY DECLINED ON SEARCH OF RESIDENCE AND ON SPECIFICS OF ACTIVITIES STATING IT WAS AN INVASION OF PRIVACY. CLAIMS TO BE LAW ENFORCEMENT STUDENT UNDER FORMER AGENT [REDACTED] b7C BRIGHAM YOUNG UNIVERSITY. [REDACTED] INTERVIEWED AND COULD FURNISH NO INFORMATION IMPLICATING MC COY. NO PRESS INFORMATION GIVEN CONCERNING MC COY BY BUREAU.

RESULTS OF CRIME SCENE SEARCH ABOARD UNITED AIRLINES FLIGHT EIGHT FIVE FIVE FURNISHED FBI LAP THIS DATE BY AIRLINE COURIER.

COMMANDER UTAH AIR NATIONAL GUARD STATES NO AIRCRAFT UNDER HIS JURISDICTION IN THE MORONI AREA ON NIGHT OF APRIL SEVEN. HELICOPTER SPOTED IN THIS VICINITY DURING EVENING HOURS, HOWEVER, TO DATE CRAFT NOT LOCATED AND NO INFORMATION DEVELOPED TO DEFINITELY CONNECT THIS WITH HIJACKING.

OFFICIALS UTAH AIR NATIONAL GUARD WHO ARE BOTH PILOTS AND JUMPERS OF OPINION JUMP DID NOT NECESSARILY OCCUR AT PRECISE TIME
END PAGE THREE

PAGE FOUR

SU 164-36

BELIEVED BY PILOT OF HIJACKED AIRCRAFT BUT COULD HAVE OCCURRED AT THAT OR SUBSEQUENT TIME PRIOR TO SEARCH OF AIRCRAFT BY CREW WHILE AIRCRAFT IN THE AIR.

AFTER LEAVING SALT LAKE OFFICE AFTER INTERVIEW, MC COY PLACED UNDER SURVEILLANCE; HOWEVER, NOTHING PERTINENT THUS FAR.

DUE INTENSE INTEREST THIS CASE, NEWS MEDIA VARIOUS PARTS COUNTRY PRESENT SINCE EARLY STAGES, HAVE HOUNDED OFFICERS AND FBI PERSONNEL ON SCENE. FBI STATEMENT LIMITED TO THE OBVIOUS, NAMELY, MATTER UNDER INVESTIGATION, SEARCH OF LOGICAL AREAS BEING CONDUCTED AND LEADS BEING WORKED OUT. HAVE NOT AMPLIFIED ON STATEMENT ALTHOUGH MANY REQUESTS TO DO SO. NUMEROUS STATEMENTS ATTRIBUTED LAW ENFORCEMENT OFFICERS, FBI, WHICH ARE MOSTLY SPECULATION ON PART NEWS MEDIA; NONE MADE BY FBI PERSONNEL. SEVERAL BELIEVED COME FROM NEWS MEDIA MONITORING FAA AIR TRAFFIC SINCE THEY REPORTED ROUTE OF HIJACKED PLANE ON FAA AIRWAYS.

BASED ON ANTICIPATED INVESTIGATIVE WORK FORTHCOMING TWO WEEKS, SALT LAKE REQUESTING ASSIGNMENT OF EIGHT AGENTS FROM OTHER OFFICES, DESIGNATED BY BUREAU BASED ON BUREAU'S KNOWLEDGE WORK LOAD.

END PAGE FOUR

PAGE FIVE

SU 164-36

LEADS

BUREAU REQUESTED APPROVE CODE WORD "SALJAX" FOR USE THIS CASE. SU INDICES NEGATIVE. ADVISE ALL OFFICES IF APPROVED.

BUREAU IS REQUESTED TO FURNISH ARTISTS CONCEPTION BEING PREPARED TO ALL OFFICES WITH LEADS TO SHOW TO PARACHUTE CLUBS, MILITARY AIR RESERVE UNITS AND NATIONAL GUARD UNITS.

FBI LAB REQUESTED FURNISH PHOTOGRAPHIC COPIES OF EVIDENCE SUBMITTED TO THE BUREAU BY SPECIAL COURIER ON APRIL EIGHT INSTANT.

LAS VEGAS. ADVISE NUMBER OF CHUTES RECOVERED AND MAKE AND MODEL OF RADIO TRANSMITTER SO DISPOSITION OF ALL CHUTES UNSUB CAN BE ASCERTAINED AND SOURCE OF RADIO DETERMINED. SET OUT APPROPRIATE LEADS TO DETERMINE WHETHER OR NOT THESE RADIOS MIGHT BE TRACED TO PARTICULAR PERSON.

SAN FRANCISCO. OBTAIN RANSOM LIST OF KNOWN SERIAL NUMBERED BILLS GIVEN TO HIJACKER OF UNITED AIRLINES FLIGHT EIGHT FIVE FIVE, APRIL SEVEN LAST AT SAN FRANCISCO, AND FURNISH BUREAU FOR DISTRIBUTION TO OTHER OFFICES. ASCERTAIN DEBOARDING PROCEDURES OF HIJACKED AIRCRAFT IN SAN FRANCISCO IN EFFORT TO FURTHER DEVELOP INFORMATION CONCERNING POSSIBLE ALIAS OF HIJACKER [REDACTED] RATHER THAN [REDACTED]

b7C

END PAGE FIVE

PAGE SIX

SU 164-36

SEATTLE. REVIEW NORJAK FILE FOR SUSPECTS IT WAS UNDER INVESTIGATION OR ELIMINATED FOR COMPARISON WITH DESCRIPTION THIS CASE.

SALT LAKE CITY. AT OGDEN, UTAH. IDENTIFY [REDACTED] b7C TELEPHONE THREE NINE FOUR DASH FOUR FIVE SIX THREE, WHO DEPARTED SALT LAKE APRIL SEVEN LAST ON UNITED AIRLINES FLIGHT FOUR SIX ZERO TO DENVER.

CONTACT HILL AFB, OGDEN, AIR RESCUE SQUAD TO DETERMINE IF THIS GROUP MAY HAVE HAD A HELICOPTER IN FOUNTAIN GREEN, UTAH, AREA ON APRIL THREE AND SEVEN.

AT OGDEN, PROVO, AND SALT LAKE. CHECK AGENCIES WHICH RENT HELICOPTERS FOR RENTAL OF AIRCRAFT ON APRIL THREE AND SEVEN.

AT SALT LAKE CITY. VERIFY SKIING ACCIDENT OF SUSPECT MC COY AT BYU HEALTH CENTER, AND DETERMINE NATURE AND DEGREE OF INJURY.

AT MANTI, UTAH. REINTERVIEW SAN PETE COUNTY SHERIFF GRANT LARSON TO CLARIFY REPORTED SITING OF SMALL HELICOPTER IN FOUNTAIN GREEN AREA ON APRIL THREE AND SEVEN LAST. ASCERTAIN IDENTITIES OF PERSONS SITING HELICOPTER AND INTERVIEW.

END PAGE SIX.

PAGE SEVEN

SU 164-36

REVIEW RECORDS OF TAPE OR RECORDED INFORMATION IF SUCH IS MAINTAINED BY FAA TRAFFIC ROUTE CONTROLLER FOR FURTHER DETAILS OF RADIOED TRANSMISSION ON HIJACKED AIRCRAFT SO DIRECTIONS AND TIMES PERTINENT TO THE HIJACKING CAN BE CHECKED TO FURTHER PINPOINT AREA SUBJECT JUMPED.

CONTACT FAA AND REVIEW PILOT LICENSES IN STATE OF UTAH NOTING SUBJECT APPEARS TO HAVE HAD PILOT TRAINING. CONSIDER THIS INVESTIGATION FOR OTHER OFFICES AT LATER TIME.

INTERVIEW MEMBERS OF ALTA JUMP CLUB FOR INFORMATION AS TO POSSIBLE SUSPECTS.

COVER DISCREPANCIES IN SUSPECT MC COY'S STATEMENTS. SINCE MC COY BELIEVED NOT TO OWN HIS OWN CHUTE, ASCERTAIN IF UTAH NATIONAL GUARD OR OTHER INSTALLATIONS WHO SUPPLY CHUTES, HAVE A SHORTAGE.

GET TOLL CALL RECORD OF MC COY'S TELEPHONE RE ANY CALLS MADE TO DENVER ON PERTINENT DATES.

END PAGE SEVEN

PAGE EIGHT

SU 164-36

LOS ANGELES. FORWARD PHOTOGRAPHS OF MC COY TO DENVER
FOR DISPLAY TO TICKET SELLER. NOTED HIJACKER APPARENTLY BOUGHT
TICKET IN DENVER THREE THIRTYONE SEVENTYTWO.

END P

SGT FRI LAS VEGAS CLP

NR 001 SF PLAIN

5:03 AM URGENT 4/9/72 FCO

TO: DIRECTOR

SALT LAKE CITY (164-36)

LOS ANGELES

SACRAMENTO

DENVER (164-120)

LAS VEGAS (164-72)

FROM: SAN FRANCISCO (164-NEW) 1P

UNSUB; UAL FLIGHT EIGHT FIVE FIVE, DENVER TO LOS ANGELES, APRIL SEVEN, LAST, CAA - HIJACKING 00: SU.

ON APRIL NINE INSTANT, A PHOTOGRAPH OF A RICHARD F. MC COY, JR., ALONG WITH SIX OTHER PHOTOGRAPHS WERE DISPLAYED TO SAN QUENTIN PRISONER, [REDACTED] BY SA [REDACTED] AT WHICH TIME [REDACTED] IDENTIFIED MC COY AS THE HIJACKER OF CAPTIONED AIRCRAFT. [REDACTED] STATED THAT MC COY WAS DEFINITELY THE HIJACKER, HOWEVER, AT THE TIME THE HIJACKING TOOK PLACE [REDACTED] STATED THAT MCCOY WAS WEARING A WIG. b7C

ADMINISTRATIVE:

SF PRESENTLY DISPLAYING PHOTOGRAPH OF MC COY AND SIMILAR PHOTOGRAPHS TO CALIF., PENAL SYSTEM GUARD [REDACTED] IN ATTEMPT TO VERIFY IDENTIFICATION OF HIJACKER. b7C

SF WILL KEEP BUREAU AND OTHER INTERESTED OFFICES ADVISED.

UNSUB; CONSIDERED ARMED AND EXTREMELY DANGEROUS.

END

RHJ FBI LAS VEGAS
TU AND CLR

See 10 *164-72-10*

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NR 000 OF PLAIN

7:39AM URGENT 4-9-72 PAS

TO: DIRECTOR

SALT LAKE CITY (164-36)

LOS ANGELES

SACRAMENTO

DENVER (164-120)

LAS VEGAS (164-72)

FROM: SAN FRANCISCO (164-NEW)

UNSUB; PAL FLIGHT NUMBER EIGHT FIVE FIVE, DENVER TO LOS
ANGELES, APRIL SEVEN LAST, CAA - HIJACKING.

OO: SALT LAKE CITY

SACRAMENTO DIVISION ADVISED THIS DATE THAT CALIFORNIA PENAL
SYSTEM GUARD [REDACTED] WAS NO LONGER IN THE SACRAMENTO
AREA AND HAD TRAVELED TO ONTARIO, CALIFORNIA.

b7C

LOS ANGELES DIVISION NOTIFIED AND PRESENTLY ATTEMPTING TO
CONTACT [REDACTED] TO DISPLAY PHOTOGRAPH OF RICHARD F. MC COY,
SUSPECT IN CAPTIONED HIJACKING FOR POSITIVE IDENTIFICATION
PURPOSES.

b7C

ADMINISTRATIVE:

RE SF TEL TO BUREAU, SU, LA, SC, DN, AND LV, FOUR NINE INSTANT,
CAPTIONED AS ABOVE.

END

RHJ FBI LAS VEGAS .

T

164-72-11

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NR004 WA PLAIN

220PM URGENT 04-09-72 TMT

TO SALT LAKE CITY

LOS ANGELES

DENVER

SAN FRANCISCO

LAS VEGAS

SACRAMENTO

FROM DIRECTOR 3P

RICHARD FLOYD MC COY, JR.; CRIME ABOARD AIRCRAFT - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS, OO: SU.

SUBJECT TAKEN INTO CUSTODY EARLY TODAY BY AGENTS, SALT LAKE CITY OFFICE, AFTER BEING CHARGED IN AUTHORIZED COMPLAINT FILED BEFORE U.S. MAGISTRATE, SALT LAKE CITY, WITH AIRCRAFT PIRACY AND INTERFERENCE WITH FLIGHT CREW. SUBJECT MADE NO ADMISSIONS. LABORATORY IDENTIFIED MC COY'S HANDWRITING ON NOTE UTILIZED BY HIJACKER TO INSTRUCT FLIGHT CREW. WITNESS ON HIJACKED AIRCRAFT HAS IDENTIFIED SUBJECT'S PHOTOGRAPHS.

ALL OFFICES SHOULD CONTINUE LOGICAL INVESTIGATION INCLUDING THAT SET FORTH IN SALT LAKE CITY TELETYPE APRIL EIGHT LAST TO DEVELOP ADDITIONAL EVIDENCE LINKING MC COY TO OFFENSE. INTENSIFY EFFORTS TO DETERMINE IF HE HAD ASSOCIATES. SALT LAKE CITY IMMEDIATELY FURNISH PHOTOGRAPHS OF SUBJECT TO INTERESTED OFFICES.

END PAGE ONE

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sac

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OBTAIN PHOTOGRAPHS OF [REDACTED] AND
CONSIDER FORWARDING SAME TO OTHER OFFICES IN EVENT INVESTIGATION
NECESSARY RE EITHER. INTENSIFY INVESTIGATION TO DETERMINE IF
WIFE PICKED UP SUBJECT AFTER DROP AND SET FORTH NECESSARY
LEADS TO DEVELOP FULL BACKGROUND DATA ON BOTH SUBJECT AND [REDACTED]
IDENTIFY CLOSE ASSOCIATES OF SUBJECT, PARTICULARLY THOSE WHO
ARE PARACHUTISTS AND CONSIDER AS POSSIBLE ACCOMPLICES. IDENTIFY
BYU STUDENT AT ALPINE, UTAH, FRIEND OF SUBJECT WHO REPORTEDLY
HAD PRIOR KNOWLEDGE OF HIJACKING.

b7C

b7C

LAS VEGAS AND SALT LAKE CITY CONTINUE TERRAIN SEARCHES IN
AN EFFORT TO LOCATE ALL PARACHUTES, ELECTRONIC HOMING DEVICES
AND LARGE CANVAS BAG APPARENTLY JETTISONED FROM HIJACKED CRAFT BY
MC COY PRIOR TO HIS JUMP. SALT LAKE CITY CONTINUE EFFORTS TO
IDENTIFY HELICOPTER REPORTEDLY SEEN IN JUMP AREA. COPIED
SERIAL NUMBERS FOR TWO HUNDRED THOUSAND DOLLARS IN RANSOM MONEY
DID NOT SHOW SERIES YEAR. BUREAU CURRENTLY RE-EVALUATING
PRACTICALITY OF SEQUENCING AND PUBLISHING SAME.

SAN FRANCISCO DETERMINE FROM WELLS FARGO AND UAL OTHER
POSSIBLE MEANS OF IDENTIFYING RANSOM MONEY SUCH AS WRAPERS,
BANDINGS, ETC.

END PAGE TWO

PAGE THREE

SALT LAKE CITY INTENSIFY EFFORTS TO DETERMINE IF AREA NATIONAL GUARD UNITS HAVE PARACHUTE OR EQUIPMENT SHORTAGE. CONSIDER EXTENDING SEARCH TO OTHER NATIONAL GUARD UNITS IF SUBJECT HAD POSSIBLE CONTACTS OUTSIDE PROVO - SALT LAKE CITY AREA.

EXPEDITE TELEPHONE TOLL CALL CHECKS ON SUBJECT AND LOGICAL ASSOCIATES.

ALL OFFICES BE ALERT TO POSSIBLE VIOLATIONS OF INTERCEPTION OF COMMUNICATIONS STATUTE BY PRESS OR OTHERS IN CONNECTION WITH THIS INVESTIGATION. FCC HAS RECENTLY INDICATED UNAUTHORIZED DISCLOSURES BY PRESS OF RADIO COMMUNICATIONS COULD POSSIBLY BE IN VIOLATION OF SECTION SIX ZERO FIVE, TITLE FORTY-SEVEN, U.S. CODE. ADVISE BY TELETYPE UNDER APPROPRIATE CAPTION OF ANY SUCH INCIDENTS AND HOLD INVESTIGATION IN ABEYANCE PENDING INSTRUCTIONS.

ALL PHASES OF THIS INVESTIGATION SHOULD CONTINUE TO RECEIVE PRIORITY INVESTIGATION. ALL LEADS SHOULD BE HANDLED TELEPHONICALLY AND CONFIRMED BY TELETYPE. KEEP BUREAU ADVISED OF ALL DEVELOPMENTS.

END

GO TO TALK

NR 001 LA PLAIN

255PM URGENT 4-9-72 CXF

TO DIRECTOR

DENVER

LAS VEGAS

SACRAMENTO

SALT LAKE CITY

SAN FRANCISCO

FROM LOS ANGELES (164-NEW) 2P

RICHARD FLOYD MC COY, JR; CRIME ABOARD AIRCRAFT - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS; OO: SALT LAKE CITY.

[REDACTED] ONTARIO, CALIF., ADVISED TO DATE
BOARDED UAL FLIGHT EIGHT FIVE FIVE, DENVER, COLO., APPROX.
TWO FIFTEEN P.M. APRIL SEVEN LAST WITH PRISONER, [REDACTED]
[REDACTED] ENROUTE LOS ANGELES, CALIF. [REDACTED] ASSIGNED SEAT ON
AISLE, [REDACTED] PRIOR TO TAKE OFF, NOTICED STEWARDESS AND MALE
AIRLINE EMPLOYEE ATTEMPTING TO GET PASSENGER TO LEAVE MEN'S
ROOM IN REAR OF PLANE. THIS MALE PASSENGER LEFT MEN'S ROOM
AND SAT [REDACTED] PRIOR TO
TAKE OFF.

b7C

THIS FIRST TIME [REDACTED] OBSERVED THIS INDIVIDUAL
DESCRIBED WHITE, MALE, AGE TWENTYFIVE - THIRTY, FIVE FEET
EIGHT INCHES, ONE HUNDRED FORTYFIVE TO ONE HUNDRED SIXTY
END PAGE ONE

b7C

164-72-13

Sac 12

SEARCHED	INDEXED
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APR 9 1972	
FBI - LAS VEGAS	

LA 164-NEW

PAGE TWO

POUNDS, MEDIUM BUILD, BLACK, MOD STYLE HAIR, BUSHY IN FRONT AND TO COLLAR IN REAR, BUSHY MUSTACHE, MOD TWO-TONE BROWN AND YELLOW SHOES, BLUE SLACKS, DARK JACKET.

DURING FLIGHT, [] OBSERVED THAT THIS INDIVIDUAL HAD PUT ON ROUND MIRROR STYLE METAL FRAME SUN GLASSES AND ALSO SMALL PIECE OF FLESH COLORED TAPE ON RIGHT CHEEK.

b7C

DURING FLIGHT, PRISONER TOLD [] THIS INDIVIDUAL LOOKED AND ACTING SUSPICIOUS. [] THOUGHT AT FIRST, THIS WAS RUSE ON PART OF PRISONER TO DIVERT HIS ATTENTION SINCE PRISONER TWO TIME ESCAPEE.

b7C

[] NEVER OBSERVED THIS INDIVIDUAL WITHOUT BLACK MOD STYLE HAIR OR MUSTACHE.

b7C

APPROPRIATE SPREAD OF PHOTOGRAPHS EXHIBITED TO [] INCLUDING PHOTOGRAPHS OF SUBJECT. [] UNABLE TO IDENTIFY PHOTOGRAPH OF SUBJECT. [] STATES HE MAY BE ABLE TO IDENTIFY THIS INDIVIDUAL IF HE OBSERVED HIM PERSONALLY.

b7C

BUREAU ARTIST CURRENT IN LOS ANGELES IS PREPARING PHOTOGRAPH OF SUBJECT INCLUDING MUSTACHE AND MOD HAIR STYLE AS DESCRIBED BY WITNESSES.

SALT LAKE CITY CONTACT USA TO DETERMINE ADVISABILITY OF DISPLAYING PHOTOGRAPHS BEING PREPARED TO FLIGHT CREW, []

b7C

[] AND OTHER WITNESSES.

SUBJECTS PHOTO BEING FURNISHED DENVER BY SPECIAL COURIER TODAY.

END

GEJ FBI LAS VEGAS CLR

F B I

Date: 4/10/72

Transmit the following in PLAINTEXT
(Type in plaintext or code)Via TELETYPE URGENT
(Priority)

TO : DIRECTOR, FBI AND SAC, SALT LAKE CITY (164-36)
FROM : SAC, LAS VEGAS (164-72)

RICHARD FLOYD MC COY, JR.; CRIME ABOARD AIRCRAFT - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS, OO: SALT LAKE CITY

RE BUTEL APRIL ~~FOUR~~ ^{NINE} LAST AND LAS VEGAS TELCALL TO SALT LAKE
CITY APRIL TEN INSTANT.

REBUTEL INSTRUCTED LAS VEGAS TO CONTINUE TERRAIN SEARCH IN
AN EFFORT TO LOCATE ALL PARACHUTES, ELECTRONIC HOMING DEVICES
AND LARGE CANVAS BAG APPARENTLY JETTISONED FROM AIRCRAFT BY
MC COY PRIOR TO HIS JUMP.

TO DATE IT HAS NOT BEEN POSSIBLE TO PINPOINT THE AREA
WHERE THESE ARTICLES MAY HAVE BEEN JETTISONED. THEREFORE IT
WOULD BE NECESSARY TO SEARCH AN AREA APPROXIMATELY ONE HUNDRED
FIFTY MILES IN LENGTH. ONLY PLANES AVAILABLE ARE THROUGH
COMMERCIAL CHARTER COMPANIES AND ANY PLANE THAT COULD BE UTILIZED
FOR THIS SEARCH WOULD COST ONE HUNDRED FORTY DOLLARS AN HOUR. IT
IS ESTIMATED IT WOULD TAKE APPROXIMATELY FIVE HOURS FOR THE SEARCH.

MCD:ffs

(1) *KP*164-72-14
SEARCHED

SERIAL

INDEXED

Approved: *[Signature]*

Special Agent in Charge

Sent

SA - 11:59 AM
WA - 12:05 PMPer *[Signature]*

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE TWO

LV 164-72

INASMUCH AS MONEY HAS BEEN RECOVERED, SAC, LAS VEGAS,
DOES NOT FEEL THE EXPENDITURE OF ABOVE AMOUNT FOR TERRAIN SEARCH
IS PRACTICABLE. UACB, LAS VEGAS WILL NOT CONDUCT TERRA IN
SEARCH FOR ABOVE-DESCRIBED ITEMS.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

(Mount Clipping in Space Below)

SKY JACKER COLLECTS \$500,000 Drops Decoy Chute Over Nevada Desert

Bails Out
Over Utah
With Loot

BULLETIN

SAN FRANCISCO (UPI) — The hijacker of a United Air Lines jetliner parachuted from the plane last night near Provo, Utah, the airline announced.

(Indicate page, name of newspaper, city and state.)

Date: 4/10/72

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

☐ Being Investigated

161-72-15

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APR 11 1972	
FBI — LAS VEGAS	

~~He~~ bailed out of the rear of the 727 in north-central Utah's rugged ~~Nephi~~ Canyon.

Helicopters and jeep posses headed into the area.

Compiled From SUN News Wire Services
and Staff Reports

A swarthy hijacker waving a gun and a hand grenade commandeered a United Airlines jetliner yesterday and collected the largest ransom ever paid in a U.S. skyjacking — half a million dollars.

The bespectacled, mustached hijacker took over the Boeing 727 jetliner a few minutes after it left Denver for Los Angeles yesterday afternoon.

He forced it to fly to San Francisco, where \$500,000 and several parachutes were loaded aboard and the passengers allowed to disembark.

The plane took off 3½ hours later and flew north over the snowy Sierra Nevada.

Shortly after 8 p.m., the big plane with two U.S. Coast Guard jets tracking it, began making wide, sweeping counter-clockwise orbits over portions of Nevada and Utah.

All Nevada law enforcement agencies and rural airports were put on alert.

The plane's 400-mile orbit took it over Tonopah, eastern Nevada and portions of Utah near Salt Lake City.

At 8:45 p.m. one parachute, apparently a decoy, was released over Sunnyside, Nev., halfway between Ely and Pioche in the northeast part of the state. A second decoy chute was reported dropped over Provo, Utah.

Both parachutes were rigged with beepers. One of the two Coast Guard planes tracked the first chute to the ground while the second stayed with the ~~hijacked~~ airliner.

For a time authorities on the ground and passengers on the plane thought ~~there was more than one hijacker~~. The gunman used a prisoner who was traveling on the plane with a guard as an unwilling accomplice and had him pick up the ransom while the plane was on the ground.

The hijacker pressed a pistol to the head of Capt. Gerry D. Hearn as the 727 jet, United Airlines Flight 855, was high over western Colorado en route from Denver to Los Angeles with 95 persons aboard.

Ordered to San Francisco, ~~the plane~~ landed at 4:15 p.m., where it was taxied to a remote runway bordering San Francisco Bay.

For the next 3½ hours, it was put through a minutely detailed procedure, in which the ransom and parachutes were loaded on, baggage taken off, and 89 passengers and one stewardess allowed to disembark.

Then, with Hearn, First Officer K. R. Bradley, Second Officer K. W. Owen and Stewardesses D. M. Surdam, D. K. Sugimoto and M. N. Yewby aboard, the plane took off at 7:50 p.m. and headed northeast over the snowy Sierra Nevada.

It had six hours of fuel.

The California Highway Patrol told its officers throughout northern California to be on the alert for "flares and parachutes." Two supersonic F104 jets were ordered from Hamilton Air Force Base to shadow the jetliner.

Mickey Luckoff, sales manager of KGO Radio Station in San Francisco and one of the passengers, said the hijacker was about 5 feet 10 inches tall, weighed 160 to 170 pounds and was wearing a dark suit, black leather gloves, and apparently a wig.

"He acted very strangely when he first got on the plane," Luckoff said. "He locked himself in the men's room and a stewardess had to unlock the door and get him out."

Luckoff said the hijacker had planned the incident so carefully and had the crewmen so well organized in taking care of some of its aspects that it sometimes appeared that there were more than one. United Air Lines also believed for a time that "two or three" hijackers were involved.

The whole operation in San Francisco was carried on under a tight blanket of secrecy clamped on by the Federal Aviation Agency and the FBI. The FAA issued a statement to newsmen in Washington warning that it was against the law to monitor and publish air-to-ground conversation.

Sandra Wilkinson, 25, a UAL stewardess who was traveling as a passenger on her company pass, said the hijacker was cool and composed throughout. He relayed his orders to the captain by handing notes to a Stewardess. Hearn then radioed them to the airport tower.

He sat in the back, relaying his orders to the captain by handing notes to a stewardess. Hearn then radioed them to the airport tower.

They were so detailed that at one point, when a motorized ramp was brought up so that the ransom could be retrieved, the hijacker ordered it to advance to within 100 yards of the plane and stop so that he could make sure there was only "one ramp and one man."

The hijacking followed the procedure laid down by "D. B. Cooper," the daring bandit who pioneered parachuting extortion last Thanksgiving Eve by vanishing over Washington State from a hijacked Northwest Airlines plane with \$200,000. He has never been found.

Like "Cooper," Friday's hijacker chose a Boeing 727, the only large airliner with the type of rear door from which a parachutist can easily bail out.

FEDERAL BUREAU OF INVESTIGATION

Date 4/10/72

On April 8, 1972, on receipt of radio directions from an aircraft, writers proceeded on a dirt road 4.6 miles from the turn off of the Scofield Canyon Road in a south easterly direction into a desert area in Nye County, Nevada.

The writers sighted a parachute at 10:14am, on the desert.

Proceeding on foot from this point approximately a half mile west of the road, writers located a parachute described as a Switlik 24' white nylon parachute, chest type, serial number 70-10727, owned by Stevens Para-Loft, Oakland, California.

An additional terrain search was made in the area where the chute was located and no tracks or additional items were located.

On 4/8/72 at Las Vegas, Nevada File # LV 164-72 -16
by SA [redacted] : SA [redacted] :DSG:kmc Date dictated 4/10/72

3

(Mount Clipping in Space Below)

AIR PIRATE SUSPECT CAPTURED IN PROVO

SALT LAKE CITY, Utah (AP) — A law enforcement student and skydiving enthusiast who said he was a Green Beret and helicopter pilot while in Vietnam was arrested Sunday and charged with the \$500,000 extortion-parachute hijacking of a United Air Lines 727 jet on Friday.

The FBI said the money had not been recovered.

Richard Floyd McCoy Jr., 29, a Brigham Young University student active in the Church of Jesus Christ of Latter-day Saints

(Mormon), was arrested at his home, a neat, brown brick bungalow in Provo, Utah.

McCoy, the father of two, said he had been preparing for drill with his Army National Guard unit when arrested and appeared for his arraignment before U.S. Magistrate A.M. Ferro in military fatigues.

McCoy, who said he served two tours in Vietnam and was a Green Beret, changed into a grey suit and tie.

McCoy was held without bail on

(Indicate page, name of newspaper, city and state.)

*L-Hao Vegas
Review Journal*

Date: 4-10-72

Edition:

Author:

Editor:

Title:

164-72

Character:

or

Classification:

Submitting Office:

☐ Being Investigated

164-72-17

SEARCHED	INDEXED
SERIALIZED	FILED
APR 11 1972	
FBI — LAS VEGAS	

charges of air piracy and interfering with flight crewmen. The maximum penalty is death. A preliminary hearing was set for April 19.

The FBI refused to comment on whether the parachutes and weapons involved in the hijack had been found.

McCoy is accused of commandeering a United flight from Newark, N.J., to Los Angeles shortly after it made a scheduled stop in Denver.

The plane was diverted to San Francisco where it remained on the ground for three hours while four parachutes and the \$500,000 was delivered. Then, the passengers were let off and the plane began a zigzag flight over the Northwest. The hijacker bailed out over Provo, a community of 75,000, and the plane went on to land at Salt Lake City.

The complaint against McCoy said the FBI was led to him by a highway patrolman, Robert Van Ieperen.

Ieperen knew McCoy, according to the complaint and heard him talk about the possibility of hijacking an airplane. Ieperen was quoted by the complaint as saying McCoy told him he would demand \$500,000 if he were a hijacker.

McCoy remained solemn through his arraignment, but chatted with FBI agents about his experiences in Vietnam before the session began.

He told the magistrate that his only source of income was \$243 from the GI bill, then added, "But I'm sure that will be terminated now."

McCoy is listed in the BYU student directory as a law enforcement major.

Bill Dause, instructor at the Alta Skydiving Center, said McCoy had had 30 jumps, but had never logged a night jump.

The hijacker bailed out of the jetliner over Provo in southern Utah's lake and mountain country shortly before midnight.



CHARGED WITH HIJACKING — Richard Floyd McCoy, Jr., 29, is led from old Federal Bldg. in Salt Lake City by unidentified federal marshal after being arraigned on charges of air piracy and interfering with flight crew members in \$500,000 extortion hijacking of a United Air Lines 727 jetliner April 7. Marshal is carrying Army fatigues which McCoy was wearing when arrested at his neat, brick bungalow in Provo, Utah, Sunday. The Brigham Young University student, married and father of two, was preparing for National Guard drill when arrested.

AP Wirephoto

4/12/72

PLAINTEXT

TELETYPE

URGENT

TO : SACS, PORTLAND (164-41) AND SALT LAKE CITY
FROM : SAC, LAS VEGAS (164-60)

NORJAK

RE SALT LAKE CITY TELCALL TO LAS VEGAS AND LAS VEGAS
TELCALL TO PORTLAND.

SALT LAKE CITY HAS ADVISED THERE ARE SIMILARITIES IN
DESCRIPTION OF UNSUB IN INSTANT CASE AND RICHARD FLOYD MC COY.

SALT LAKE CITY HAS REQUESTED COLOR PHOTOGRAPHS OF THE TIE
AND TIE CLASP FOUND IN SEARCH OF PLANE IN RENO, NEVADA, IN
INSTANT CASE.

THIS TIE FURNISHED TO PORTLAND BY LAS VEGAS AIRTEL
FEBRUARY NINE LAST. PORTLAND REQUESTED TO FURNISH SALT LAKE
CITY WITH COLOR PHOTOGRAPHS OF TIE FOR INVESTIGATION.

1 - LV 164-60
1 - LV 164-72 (MC COY)
HCD:ffs
(2)

164-72-18
SEARCHED
SERIALIZED
INDEXED
FILED

NR005 CH PLAIN

5:35PM NITEL 4/12/72 LCP

TO DENVER (164-120)
LAS VEGAS (164-72)
LOS ANGELES
SACRAMENTO
SAN FRANCISCO (164-256)
ST. LOUIS
FROM SALT LAKE CITY (164-36) 1P

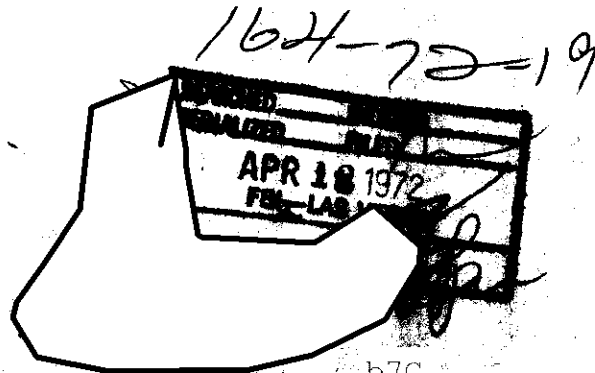
RICHARD FLOYD MC COY, JR.; CAA- HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS. 00: SU.

OFFICES RECEIVING THIS COMMUNICATION ARE REQUESTED TO PREPARE
REPORTS COVERING THE INVESTIGATION CONDUCTED TO DATE IN THEIR
DIVISIONS. IT IS REQUESTED THESE REPORTS BE EXPEDITED IN VIEW
THAT PRELIMINARY HEARING HAS BEEN TENTATIVELY SET FOR APRIL
NINETEEN NEXT AT SALT LAKE CITY.

SUICIDAL TENDENCIES.

END P

CEJ FBI LAS VEGAS CLR



4/12/72

AIRTEL

AIR MAIL

TO: SAC, DENVER (164-120)
FROM: SAC, SALT LAKE CITY (164-36) (P)
RE: RICHARD FLOYD MC COY, JR.
CAA - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS
OO: SU

Enclosed for each receiving office is a side view and a front view photograph of the subject which were taken 4/10/72 after his arrest at Salt Lake City, Utah, on 4/9/72. It is noted these are black and white, however, colored photos are being prepared.

Receiving offices may desire to use these in their investigation.

Suicidal Tendencies

- 2 - Denver (Enc. 2)
- 2 - Las Vegas (164-72)(Enc. 2)
- 2 - Los Angeles (Enc. 2)
- 2 - Sacramento (Enc. 2)
- 2 - San Francisco (164-258)(Enc. 2)
- 2 - Salt Lake City

CJS:lbp
(12)

164-72-20
[Handwritten signature]



W/1cc. photo

[Handwritten signature] b7C

4/12/72

PLAINTEXT

TELETYPE

URGENT

TO : DIRECTOR, FBI AND SACS, SEATTLE AND SALT LAKE CITY
FROM : SAC, LAS VEGAS (164-60)

NORJAK

RE SALT LAKE CITY TEL APRIL TWELVE LAST AND SALT LAKE CITY
AND LAS VEGAS TELCALLS SAME DATE.

LAS VEGAS TELEPHONE NUMBER SEVEN THREE SIX - NINE EIGHT TWO
ZERO IS A PAY TELEPHONE IN THE PUBLIC AREA OF THE TROPICANA
HOTEL, LAS VEGAS, NEVADA. CHECKS AT TROPICANA HOTEL FAILED TO
INDICATE MC COY UNDER KNOWN NAMES AND ALIASES REGISTERED AT
HOTEL DURING NOVEMBER, SEVENTY- ONE. THIS CHECK ALSO INCLUDED
NAMES [REDACTED] AND [REDACTED] b7C

LAS VEGAS TELEPHONE ZERO FOUR THREE - TWO THREE SEVEN EIGHT
IS GUEST BILLING FOR WESTWARD HO MOTEL, TWENTY-NINE HUNDRED
LAS VEGAS BOULEVARD SOUTH.

RECORDS, WESTWARD HO MOTEL, AS CHECKED THIS DATE, INDICATE
RICHARD MC COY, THREE SIX ZERO SOUTH TWO HUNDRETH EAST, PROVO,
UTAH, CHECKED IN ROOM THREE SEVEN EIGHT NOVEMBER TWO, SEVENTY-ONE.

1 - LV 164-60
① - LV 164-72 (MC COY)
MCD:ffs

(2)

164-72-21
164-62-222
SEARCHED
SERIALIZED
INDEXED
FILED

PAGE TWO

LV 164-60

RECORDS INDICATE FIVE INDIVIDUALS IN PARTY AND THE ROOM WAS
VACATED NOVEMBER THREE, SEVENTY-ONE. REGISTRATION NUMBER ONE
EIGHT SIX SEVEN NINE SEVEN DOES NOT INDICATE VEHICLE, AND NO
OUTGOING CALLS MADE. REGISTRATION CARD INDICATES MC COY SIGNED
FOR ROOM AS RICHARD F. MC COY, JR. ORIGINAL REGISTRATION CARD
AND FOLIO BEING RETAINED IF DEEMED PERTINENT BY SALT LAKE CITY.

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE LAS VEGAS	OFFICE OF ORIGIN SALT LAKE CITY	DATE 4/17/72	INVESTIGATIVE PERIOD 4/8 - 13/72
TITLE OF CASE RICHARD FLOYD MC COY, JR.		REPORT MADE BY b7C	TYPED BY eab
		CHARACTER OF CASE CAA - HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS	

REFERENCE:

Las Vegas teletype to Bureau, 4/8/72.

LEAD:LAS VEGASAT LAS VEGAS, NEVADA

Will maintain contact with officials at Nellis Air Force Base, Nevada; Nevada Fish and Game and local authorities, Nye, Lincoln and White Pine Counties, for any information concerning recovery of missing parachute.

ACCOMPLISHMENTS CLAIMED					☒ NONE	ACQUIT-TALS	CASE HAS BEEN:	
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES		PENDING OVER ONE YEAR	☐ YES ☒ NO
							PENDING PROSECUTION OVER SIX MONTHS	☐ YES ☒ NO
APPROVED					SPECIAL AGENT IN CHARGE			
COPIES MADE:					DO NOT WRITE IN SPACES BELOW			
4 - Bureau					164-72-22			
3 - Salt Lake City (164-36)								
(1 - USA, Salt Lake City)								
(2 - Las Vegas (164-72))								
Dissemination Record of Attached Report					Notations			
Agency								
Request Recd.								
Date Fwd.								
How Fwd.								
By								

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to:

1 - USA, Salt Lake City

Report of:

Date:

4/17/72

b7C

Office:

Las Vegas

Field Office File #:

LV 164-72

Bureau File #:

Title:

RICHARD FLOYD MC COY, JR.

Character:

CRIME ABOARD AIRCRAFT - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS

Synopsis:

Aerial search conducted in vicinity of Adaven, Nevada, near coordinates 38 degrees north, 115 degrees 30 minutes west, at approximately 8:30 a.m. Pacific Standard Time, 4/8/72, a white parachute located at coordinates 38 degrees, 13 minutes north, 115 degrees 21 minutes west. Parachute described as a Svitlik, 14-foot white nylon, chest-type, serial number 70-10727 owned by [redacted], Oakland, California.

b7C

-P-

DETAILS:AT LAS VEGAS, NEVADA

FEDERAL BUREAU OF INVESTIGATION

Date 4/11/72

On April 8, 1972, an aerial search was conducted in the vicinity of Adaven, Nevada, near coordinates of 38 degrees North, 115 degrees, 30 minutes West.

At approximately 8:30am, Pacific Standard Time, an object was located at coordinates of 38 degrees, 13 minutes North, 115 degrees, 21 minutes West. Close aerial observation determined that this object was a white parachute.

Directions were given from the air to ground crews and at 10:30am, (PST), a ground crew reached the object and confirmed that it was a parachute.

The location of the parachute was plotted on a Las Vegas Sectional Aeronautical Chart. It was determined that the location lay 2 miles North of the centerline of Victor Airway 244 (V-244), 101 Nautical miles East of the Tonopah VOR station.

On 4/8/72 at Las Vegas, Nevada File # LV 164-72
by SAC VERN F. LOETTERLE & SA [redacted] :WLK:kmc b7C Date dictated 4/10/72

FEDERAL BUREAU OF INVESTIGATION

Date: 4/10/72

On April 8, 1972, on receipt of radio directions from an aircraft, writers proceeded on a dirt road 4.6 miles from the turn off of the Scofield Canyon Road in a south easterly direction into a desert area in Nye County, Nevada.

The writers sighted a parachute at 10:14am, on the desert.

Proceeding on foot from this point approximately a half mile west of the road, writers located a parachute described as a Switlik 24' white nylon parachute, chest type, serial number 70-10727, owned by Stevens Para-Loft, Oakland, California.

An additional terrain search was made in the area where the chute was located and no tracks or additional items were located.

On 4/8/72 Las Vegas, Nevada b7C File # LV 164-72 -
 SA [redacted] SA [redacted]
 [redacted] SA [redacted] :DSG:kmc 4/10/72
 by [redacted] Date dictated

LV 164-72

On April 10, 1972, appropriate officials at Nellis Air Force Base, Nevada Fish and Game Service, Las Vegas, Nevada, and the Sheriffs of Nye, Lincoln and White Pine Counties were alerted to be on the lookout for any parachute or parachute paraphernalia that may be reported or found in the area of Nye, Lincoln or White Pine Counties.

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LAS VEGAS (164-72) (P)

DATE: 4/9/72

FROM : SA [REDACTED] b7C

SUBJECT: RICHARD FLOYD MC COY, JR.
CAA-HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS,
OO: SU

At 9:45 PM, [REDACTED] HOLIDAY INN, Rm. [REDACTED] 3740
Las Vegas Blvd. So, Las Vegas, Nev. telephonically furnished the
following info:

b7C

He is the [REDACTED], St. Louis,
Mo. and resides at [REDACTED], Webster Groves, Mo. telephone
[REDACTED] He is only staying in town the night of 4/9/72 and
plans to take a 11:15 am flight to Salt Lake City on 4/10/72. He
is available for interview at 9:00 am on 4/10/72 in his room.

b7C

He and his associate/were camping out in Lincoln County
near the old Lincoln mine during the night of April 7, 1972. The
old Lincoln mine is located between Alamo and Warm Springs, Nev.
He and his associate noted what appeared to be four objects with
flashing white lights leave an aircraft on the night of 4/7/72.
He will be able to point out on a map just about where he observed
the four objects. He did not believe the objects were flares.
He thought perhaps that the objects might have been four hijackers and
inquired if four hijackers were involved in this matter. He was
advised that the FBI was in no position to make any comment on the
matter at this time.

He advised that [REDACTED] might be in town for a few days
and could be reached at [REDACTED] no address known.

b7C



5010-108-01

164-72-23

SEARCHED	INDEXED
SERIALIZED	FILED
APR 10 1972	
FBI-LAS VEGAS	

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

FEDERAL BUREAU OF INVESTIGATION

4/11/72

Date _____

On April 8, 1972, an aerial search was conducted in the vicinity of Adaven, Nevada, near coordinates of 38 degrees North, 115 degrees, 30 minutes West.

At approximately 8:30am, Pacific Standard Time, an object was located at coordinates of 38 degrees, 13 minutes North, 115 degrees, 21 minutes West. Close aerial observation determined that this object was a white parachute.

Directions were given from the air to ground crews and at 10:30am, (PST), a ground crew reached the object and confirmed that it was a parachute.

The location of the parachute was plotted on a Las Vegas Sectional Aeronautical Chart. It was determined that the location lay 2 miles North of the centerline of Victor Airway 244 (V-244), 101 Nautical miles East of the Tonopah VOR station.

On 4/8/72 at Las Vegas, Nevada File # LV 164-72-24
by SAC VERN F. LOETTERLE & SA [redacted] :WLK:kmc b7C Date dictated 4/10/72

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

[redacted] for the

[redacted] St. Louis, Missouri, temporarily residing at the Holiday Inn, Room [redacted] 3740 Las Vegas Boulevard South, Las Vegas, Nevada, advised on April 10, 1972, that he accompanied [redacted] to a small tin prospector's shack, located near Tempiute Turnoff where he was making fluor spar examinations of core samples. b7C

On the evening of April 7, 1972, he observed a white light appearing intermittently on and off in the sky to the northwest of this mine shack which appeared to be possibly in and out of a dark cloud. Subsequently a few seconds later he saw another group of lights flashing near by and his best estimate that now is that there were at least four or three lights in all that were separated laterally by as much as 2000 feet and appeared to have no vertical or horizontal movement which could readily be discerned.

He watched these lights for what he estimated to be a maximum of five minutes and subsequently looked away. When he thought of them again and looked back they were no longer in view and he is unable to determine in his own mind a plausible explanation for same unless they were possibly weather balloons of some sort.

He initially thought the lights might belong to an aircraft but they did not move properly for such identification and there was no sound or any other distinguishing characteristics in connection therewith.

[redacted] stated that he dismissed the incident from his mind initially until the following day when a ranger in that area informed them of the hijacking and he then believed that conceivably the lights he had observed had some bearing on the hijacking occurrence. b7C

Consequently the same evening of April 8, they returned to the mine shack, stood in the same location and he took a sighting with his compass in the direction

On 4/10/72 at Las Vegas, NevadaFile # LV 164-72 - 25by SA [redacted] kmc b7CDate dictated 4/12/72

LV 164-72

he had observed the lights noting that they were North 32 degrees West on his regular survey compass.

[] added that the lights were obviously electric in nature and approximately 15 miles distance from their location. He felt that they were not flares of any sort and they were all white in color.

b7C

He also believed that the lights were possibly 2000 feet higher in elevation than the 6000 foot elevation of the mine shack where they were located and believed that the lights had possibly a 1000 foot variation in their vertical height.

[] noted that the mine shack where they were located is one mile west of Tempiute and that to travel same one would proceed on Highway 25, taking the Tempiute Turnoff and continuing through the small town where marked including a group of Union Carbide Buildings on the left and continuing one mile would locate the mine shack on a straight hill about a half a mile up from the Tempiute Road.

b7C

[] stated that to the best of his recollection, the observation of these lights were made at approximately 9:00pm in the area and he and his associate had also discussed the incident with []

b7C

[] in the same vicinity who resides in Tempiute care of Alamo, Nevada, but who disclaimed having any observation of these lights himself or at any time in the past.

[] stated that he was returning that date for St. Louis, Missouri, at the above had been his first visit back into the mining area of Nevada for approximately 35 years.

b7C

FEDERAL BUREAU OF INVESTIGATION

4/13/72

Date _____

[redacted] who advised that he usually resides in care of his brother [redacted] North Las Vegas, Nevada, temporarily residing in Room [redacted] Holiday Inn, 3740 Las Vegas Boulevard South, Las Vegas, Nevada, advised on April 10, 1972, that he accompanied [redacted] in examination of mineral samples which [redacted] was interested in inspecting and they were at an old mine shack one mile west of Tempiute on the evening of April 7, making fluor spar examinations when an odd grouping of lights was noted some point in the distance.

b7C

They were in front of the mine shack on a level spot about eight feet wide approximately eight feet from the door of the shack when he happened to glance up and saw a strange light which he called to the attention of [redacted]

b7C

[redacted] stated that the lights definitely did not appear to be flare or airplane lights but seemed to blink occasionally although not in any set sequence, but rather as such would occur if occasionally obscured by clouds.

b7C

[redacted] stated that these lights were possibly 6000 to 7000 feet above the horizons of the mountains and were definitely in the air and could not have been mistaken for car lights, ranch lights or anything stationed on the ground.

b7C

He stated that he was not as fascinated with same as was [redacted] and he returned to the maintenance of the fire and other chores in the general camp site while [redacted] continued to observe same.

b7C

[redacted] stated that both he and [redacted] are mystified over what could have been the cause for same and felt the matter should have been reported after the hijacking which took place in the area since these lights may have been in some way related to that event.

b7C

[redacted] noted that he was returning to that mine

On 4/10/72 at Las Vegas, Nevada File # LV 164-72 -26
by SA [redacted] :kmc b7C Date dictated 4/12/72

LV 164-72

shack on this date with his son and another individual and would be in that area for another week to ten days and would make special effort to note whether these lights were visible on a regular or recurring basis during that period and notify the FBI if anything pertinent was observed.

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LAS VEGAS (164-72)(P)

DATE: 4/13/72

FROM : SA [REDACTED] b7C

SUBJECT: RICHARD FLOYD MC COY, JR.
CAA- HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS
OO: SU

Attached are one copy each of FD-302 interview
with [REDACTED] and [REDACTED] b7C

1 - Las Vegas(Encl. 2)

HEH:kmc

(1)

Kmc

164-72-27

SEARCHED	INDEXED
SERIALIZED	FILED
APR 13 1972	
FBI-LAS VEGAS	

46



SAC, LAS VEGAS (164-60)

4/17/72

ASAC MOUNT C. DULINSKY, JR.

NORJAK

At 8:28 A.M., SAC CALAME, Salt Lake City, called concerning captioned matter. He stated that charges against Bank Americard of MC COY indicated a charge ticket in Las Vegas on 11/25/71. The ticket is illegible in the most part. The only thing discernible after one short word which appears to have five letters is what appears to be the word "Thrust". He stated this may be an oil company ticket since the address is on Las Vegas _____ (not discernible).

The latest theory concerning MC COY'S connection with instant case is that they feel he could have driven to Las Vegas, taken an airplane to Portland, committed the hijacking, flown back to Las Vegas and then returned by automobile to Salt Lake City on 11/25/71. He said subject's sister-in-law has stated he was in Salt Lake City on 11/25/71, but she places the time only between the hours of 2:00 and 6:00 P.M.

Salt Lake City asked that we ascertain which airlines MC COY might have used for a trip to Portland and then request the headquarters of these airlines to check manifests on the 24th and 25th for the known names and aliases of MC COY. These checks should include MC COY'S full name and any variations as well as the names _____ and _____. b7C

_____ also requested that the records of the Westward Ho Motel be checked for the entire month of November for any record of MC COY. b7C

2 - LV 164-60
1 - LV 164-72 (MC COY)
MCD: [signature]
(3)

164-72-28

SEARCHED	INDEXED
SERIALIZED	FILED
FBI-LAS VEGAS	

[signature]

LV 164-60

ADDENDUM:

At 2:19 P.M., SA [] Salt Lake City, telephonically advised he had reviewed the Bank Americard records and determined the one purchase made at Las Vegas on 11/25/71, was for "Power Thrust" for a gas purchase. He stated MC COY'S Bank Americard number is 4763160217773, and the records indicate it was through Nevada Bank of Commerce, Merchant Number 764369. [] said that MC COY'S car had Utah License SU-1334. b7C

He requested that we check this purchase in order to see if MC COY can be identified as the purchaser, to ascertain if a copy of the charge was kept and to ascertain the time of the purchase.

The Central Telephone Company book indicates Power Thrust at 2039 Las Vegas Boulevard North.

[] was requested, if possible, to determine the time of the collect long distance call made from the Tropicana to MC COY'S home telephone on 11/25/71. b7C

At 3:14 P.M., [] again called and stated that telephone company records indicate the collect call from the Tropicana was made at 10:41 P.M.

4/18/72

PLAINTEXT

TELETYPE

NITEL

TO : DIRECTOR, FBI (164-2111) AND SACS, LOS ANGELES
SALT LAKE CITY
SAN FRANCISCO
PORTLAND
SEATTLE

FROM : SAC, LAS VEGAS (164-60)

NORJAK

RE: RICHARD FLOYD MC COY, JR., AKA [REDACTED]

[REDACTED] - SUSPECT

b7C

RESALT LAKE CITY TEL APRIL SEVENTEEN LAST.

SALT LAKE CITY TELCALL APRIL SEVENTEEN LAST NOTES POSSIBILITY MC COY DROVE FROM SALT LAKE CITY TO LAS VEGAS, FLEW TO PORTLAND TO COMMIT HIJACKING, RETURNED TO LAS VEGAS, AND DROVE BACK TO SALT LAKE CITY. INVESTIGATION INDICATES COLLECT CALL TO MC COY'S RESIDENCE NOVEMBER TWENTY-FIVE LAST AT TEN FORTY-ONE PM FROM LAS VEGAS AS WELL AS GAS PURCHASE IN LAS VEGAS SAME DATE USING BANK AMERICARD.

RECORDS, WESTWARD HO MOTEL, LAS VEGAS, CHECKED FOR ENTIRE MONTH OF NOVEMBER, SEVENTY-ONE, AND NO REGISTRATION LOCATED FOR MC COY UNDER KNOWN NAMES AND ALIASES OTHER THAN RESERVATION ON NOVEMBER TWO, PREVIOUSLY DESCRIBED. ALL AIRLINE MANIFESTS THAT HAVE FLIGHTS TO PORTLAND FROM LAS VEGAS DESTROYED AFTER NINETY

1 - LV 164-60

① - LV 164-72

MCD:ffs (2)

164-72-30

LV 164-60

PAGE TWO

DAYS. FOR INFORMATION, AIRWEST, UNITED AIRLINES AND WESTERN PROVIDE SERVICE BETWEEN LAS VEGAS AND PORTLAND. NO DIRECT FLIGHTS, ALL ARE VIA EITHER LOS ANGELES OR SAN FRANCISCO. RE SALT LAKE CITY TEL REQUESTED LAS VEGAS TO INSTITUTE CHECK OF AIRLINE RECORDS FOR ABOVE AIRLINES IN AN EFFORT TO DETERMINE IF MC COY UNDER HIS TRUE NAME OR THAT OF [REDACTED] OR [REDACTED] TOOK FLIGHT FROM LAS VEGAS TO PORTLAND ON NOVEMBER TWENTY-THREE OR TWENTY-FOUR AND RETURNED TO LAS VEGAS FROM PORTLAND NOVEMBER TWENTY-FOUR OR TWENTY-FIVE LAST.

b7C
b7C

LOS ANGELES CHECK RECORDS OF WESTERN AIRLINES FOR RESERVATION FOR MC COY FOR ABOVE DATES AND SUTEL.

SAN FRANCISCO CHECK RECORDS AIRWEST AND UNITED AIRLINES.

PHOTOGRAPH OF MC COY DISPLAYED TO SECURITY AND HOTEL PERSONNEL CONCERNING COLLECT CALL MADE NOVEMBER TWENTY-FIVE LAST WITHOUT EFFECTING ANY IDENTIFICATION.

GASOLINE CHARGE SLIP ON BANK AMERICARD STATED IN RE SALT LAKE CITY TEL LAS VEGAS INDICATES PURCHASE AT POWER THRUST, LAS VEGAS, NEVADA, ON NOVEMBER TWENTY-FIVE LAST. POWER THRUST STATION FROM WHICH GAS PURCHASED LOCATED TWO MILES SOUTH OF

LV 164-60

PAGE THREE

TROPICANA HOTEL ON DIRECT ENTRANCE TO INTERSTATE FIFTEEN. IT IS POINTED OUT THIS ACCESS TO INTERSTATE FIFTEEN IS FOR SOUTHBOUND TRAFFIC ONLY. DATE WRITTEN ON GAS RECEIPT IS NOVEMBER TWENTY-SIX, SEVENTY-ONE, FOR FIVE AND SIX-TENTHS GALLONS OF GAS. MANAGER INDICATES, AFTER LOCATED TICKET, THAT IT WAS OBVIOUSLY MADE BY HIS ATTENDANT WHO WORKED THE ELEVEN PM TO SEVEN AM SHIFT. MANAGER INDICATES THAT HE DID NOT CHANGE HIS DATE STAMP UNTIL NINE AM ON NOVEMBER TWENTY-SIX, SEVENTY-ONE; THEREFORE, THE GAS COULD HAVE BEEN PURCHASED BETWEEN MIDNIGHT AND SEVEN AM, NOVEMBER TWENTY-SIX AND STILL BEAR DATE STAMP OF NOVEMBER TWENTY-FIVE.

SALT LAKE CITY REQUESTED TO ADVISE WHETHER COLLECT CALL AT TEN FORTY-ONE WAS MOUNTAIN STANDARD TIME OR PACIFIC STANDARD TIME.

AT CEDAR CITY ASCERTAIN TIME OF PURCHASE OF GAS ON NOVEMBER TWENTY-SIX, SEVENTY-ONE.

INVESTIGATION CONTINUING TO LOCATE ATTENDANT WHO WAS ON DUTY AT ABOVE POWER THRUST STATION NIGHT OF NOVEMBER TWENTY-FIVE - TWENTY-SIX, SEVENTY-ONE.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Salt Lake City

Report of:

b7C

Office: Salt Lake City, Utah

Date:

4/14/72

Field Office File #: 164-36

Bureau File #:

Title:

RICHARD FLOYD MC COY, JR.

Character:

CRIME ABOARD AIRCRAFT - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS

Synopsis:

RICHARD FLOYD MC COY, JR., white male American, date of birth 12/7/42, Kinston, North Carolina, was arrested at Provo, Utah, 4/9/72, after being charged in a complaint at Salt Lake City, Utah, on 4/9/72, with violation of Section 1472(i)(1), Title 49, USC, Aircraft Piracy, and Section 1472(j), Title 49, USC, Interfering With Flight Attendant. Subject identified through handwriting and fingerprint examinations as well as witness identification as individual who boarded United Air Lines (UAL) Flight 855, a Boeing 727, from Newark, New Jersey, to Los Angeles, California, at Denver, Colorado, a normal stop. Approximately 15 to 20 minutes after take-off, subject was observed to be holding a hand grenade and a gun, and this occurred while the plane was in flight approximately 15 miles north of Aspen, Colorado. Chief Stewardess was first furnished a note to deliver to the pilot which was believed to have stated "grenade pin pulled" and "pistol". She was then furnished an envelope which she was instructed to deliver to the pilot, which envelope contained a number of pages of flight instructions and demands, which included that the plane be diverted to San Francisco where UAL was to have \$500,000 in cash and four parachutes available. Envelope also contained one hand grenade pin and a bullet. Instructions requested that pilot return all notes to the hijacker. Aircraft landed in San Francisco at approximately 4:20 PM where passengers' bags were immediately removed from the plane and subject ordered two male persons aboard the plane to depart and obtain the \$500,000 and the parachutes and return to the aircraft. After the two flight bags and parachutes were put aboard, subject ordered his luggage be brought from the baggage compartment. Stewardess was then furnished a note ordering all passengers

SU 164-36

to deplane, and later ordered one stewardess to leave. Stewardess was then handed a note to be delivered to the pilot ordering him to take off immediately. Time estimated at approximately 7:40 PM. Subject instructed the pilot, through flight plans furnished in envelope, to fly at 16,000 feet at approximately 180 knots, and several changes were ordered in plans. Just prior to approaching Provo, Utah, subject was observed by stewardess to be wearing a light olive military style flight suit as well as an oxygen mask. Subject believed to have bailed out near the Provo, Utah, airport. On 4/9/72, a search warrant was obtained for subject's residence at 360 South 200 East, Provo, and "\$499,970" was recovered, along with additional items which included a hand grenade which was inert, a .45 caliber automatic, a black helmet and parachute. Subject arraigned before U. S. Magistrate, Salt Lake City, Utah, 4/9/72, at which time he requested a court-appointed attorney, and was remanded to the custody of the U. S. Marshal on the recommendation of no bail. Subject confined in Salt Lake County Jail, Salt Lake City. Facts are being presented to FGJ, Salt Lake City, 4/14/72. Description set forth, as well as background information. SUICIDAL TENDENCIES.

- P -

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b7C

b7C

SU 164-36

DETAILS:

PREDICATION

This investigation was predicated upon a telephone call received by SAC RUSSELL P. CALAME, at approximately 3:45 p.m., April 7, 1972, from [redacted] Federal Aviation Agency Control, telephone number 521-8272, who advised that there had been a hijacking of United Air Lines Flight 855, a Boeing 727, enroute from Newark, New Jersey, to Los Angeles, California, via Denver, Colorado. He advised the hijacker had declared himself near Grand Junction, Colorado, and instructed the plane to be diverted to San Francisco, California. [redacted] b7C advised the plane was now flying at 31,000 feet, and his information was received from the Denver Air Control Center at 3:21 p.m. He advised that at 3:38 p.m., the plane was going to 39,000 feet and was 25 miles south of Price, Utah.

Upon receiving this information, the Salt Lake City Division immediately put into effect its hijacking plan.

SU 164-36

INVESTIGATION AND INTERVIEWS
AT AIRPORT

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/10/72P. 1

SA [redacted] was in the Salt Lake City International Airport tower with Federal Aviation Administration (FAA) Supervisor being [redacted] and Operator [redacted]. On the tower radar, the hijacked jet aircraft could be observed entering the lower sector of the Salt Lake City tower radar.

b7C

At 11:11 - 11:12 P.M., April 7, 1972, a radio transmission was overheard being received from the pilot of the hijacked aircraft, which indicated that the crew of the aircraft believed the hijacker may have departed from the airplane. A radar plot indicated that the possible departure of the unknown subject from the aircraft could have occurred in the immediate vicinity of the Provo, Utah, Airport at approximately 11:11 - 11:12 P.M.

At 11:27 P.M., the pilot of the aircraft indicated information was received through radio broadcast monitoring that it had been confirmed that the hijacker had left the aircraft and the aircraft was returning to land at the Salt Lake City Airport.

b7C [redacted] was requested to and subsequently did make arrangements for the landing of the aircraft at the Salt Lake City Airport and its immediate abandonment at the end of the runway for search procedures and evacuation of the crew in view of any possibility of injury or explosion. Ambulance and fire equipment were alerted and on standby to proceed to the vicinity of the aircraft for emergency procedure. The crew of the aircraft were to be delivered directly after evacuation to the FAA Offices at the Airport under complete security for interview by Bureau Agents.

Interviewed on 4/7/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] / deb Date dictated 4/10/72

SU 164-36

WIA:deb

P. 1

The following investigation was conducted by
SA [REDACTED]: b7C

b7C [REDACTED] Salt Lake City, Utah,
Police Department, on April 7, 1972, was advised that the
aircraft was landing at the Salt Lake City International
Airport and would be stopped and the crew evacuated at the
north end of the runway. It was requested and subsequently
confirmed that the Salt Lake City Police and K-9 Corps
completely isolated the area of landing of the aircraft
prior to the arrival and search of the aircraft by Bureau
Agents.

SU 164-36

WIA:deb

P. 1

The following investigation was conducted by

b7C SA [REDACTED]

b7C

[REDACTED] Customer Service, United Air Lines, Salt Lake City, Utah, was contacted at the Federal Aviation Administration (FAA) Offices on April 7, 1972, at which time he pledged complete cooperation of United Air Lines and permitted isolation and interview of the crew of the United Air Lines hijacked flight in the FAA Offices. He advised that after completion of the initial interview of the crew members by FBI Agents, he, in accordance with United Air Lines policy, was going to permit the crew members to have a brief and limited conference with news officials.

SU 164-36

INTERVIEW OF AIRLINE OFFICIALS
ON FLIGHT 855

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/12/72

b7C

[redacted] United Airlines, advised that he was in command of United Airlines Flight 855 that had originated in New Jersey, and he had taken over at Denver, Colorado, for a flight to Los Angeles, California.

b7C

[redacted] stated shortly after take-off from Denver and approximately 15 miles north of Aspen, Colorado, he became aware that some difficulty existed concerning one passenger. Shortly thereafter he was furnished a two page single spaced typewritten letter containing instructions which he had first thought was a bomb threat and later realized that his aircraft was being hijacked.

b7C

[redacted] advised that Stewardess [redacted] who was apparently called [redacted] by the hijacker, was utilized by the hijacker as a messenger for his instructions from the passenger cabin to the cockpit on numerous occasions. Captain [redacted] advised that the hijacker's instructions were extremely explicit, and in the vicinity of Hanksville, Utah, he requested the Federal Aviation Agency make a change of course which would allow him to land at San Francisco International Airport. This course change was granted and he proceeded to San Francisco International Airport, the hijacker having furnished instructions as to landing and parking at Runway 19 left and further specific instructions as to the fueling of the aircraft and the distance that all vehicles should be kept from the aircraft.

b7C

[redacted] stated that upon refueling and obtaining the \$500,000 in ransom and removal of passengers from the aircraft, he again became air-borne, at which time the hijacker apparently lowered the rear stairway. The hijacker's instructions were to fly at 16,000 feet elevation and to maintain an air speed of 180 knots which is approximately 200 miles per hour. [redacted] stated the hijacker indicated several course changes en route and the instructions contained specific times that these course changes should be flown. [redacted] advised that in changing course in the vicinity of the Provo, Utah, Airport, where the hijacker had indicated the next leg should be to Price, Utah, he felt that the hijacker had bailed out.

Interviewed on 4/7/72 at Salt Lake City, Utah File # SU 164-36

by SA [redacted] / nsb Date dictated 4/11/72

SU 164-36

2

b7C [redacted] advised he believed that in the first message he received there was possibly a cartridge shell in the envelope with the instructions and a hand grenade pin.

b7C [redacted] stated he and his [redacted] spent approximately nine hours in the cockpit of the aircraft with the exception of a short break at the San Francisco International Airport when he was able to utilize the lavatory immediately adjacent to the cockpit. [redacted] stated in view of this confinement he never did see the hijacker.

b7C [redacted] stated that there was every indication the hijacker was armed with a hand grenade and pistol, and he had also threatened to use plastic explosives at one point.

b7C [redacted] stated he was aware that through conversation with a U. S. Coast Guard chase plane that apparently two parachutes had been thrown from his aircraft in the vicinity of Tonopah, Nevada.

FEDERAL BUREAU OF INVESTIGATION

P. 1Date of transcription 4/10/72

b7C [redacted] United Air Lines, was telephonically reinterviewed at the Holiday Inn, Salt Lake City, to obtain additional specifics, at which time he advised that the steps to the aircraft were lowered over Nevada apparently in the vicinity between Tonopah and Wilson Creek by the hijacker. He stated that the only indication of the use of the steps to exit the rear of the aircraft is a red light which comes on in the pilot's compartment and indicates that the steps are extended. He advised that the extending of the steps is determined, if the aircraft is in the air, and limited by the stream of air.

He advised that it was believed by him and the crew that the subject exited just immediately prior to his radio call so stating this fact on the night of April 7, 1972, because a change in pressure was felt in the aircraft, and while it could not be certain that the exit was at this precise time, he was fairly certain in his own mind that this was the exit time of the hijacker.

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] /deb b7C Date dictated 4/10/72

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/12/72

[redacted] employed by United Airlines, was interviewed at Salt Lake City International Airport. b7C

[redacted] advised that the flight on which he was copilot, or sometimes called first officer, originated in New Jersey as United Airlines Flight 855, and he boarded as crew at Denver, Colorado. b7C

[redacted] advised that approximately 15 miles north of Aspen, Colorado, he became aware that there was some difficulty and originally thought that a bomb threat had been received. A two page single spaced typewritten letter had been received in the cockpit by [redacted] b7C

[redacted] He believed the message had been passed to the Captain by Stewardess [redacted] and that subsequent instructions from the hijacker were also brought forward to the Captain by [redacted] since the hijacker apparently preferred to have as little contact with other personnel in the cabin as possible.

b7C [redacted] advised the original two page letter was in an envelope and this envelope also contained the safety pin from a hand grenade. b7C

b7C [redacted] stated that [redacted] who is employed by United Airlines and based at Los Angeles, California, where Flight 855 was due to terminate, was "deadheading" and was sitting in the passenger compartment and apparently was aware of the hijacker's presence.

b7C [redacted] stated that upon receiving instructions from the hijacker, a course change was obtained in the area of Hanksville, Utah, and a more northerly course was assumed, which would take the flight to the San Francisco International Airport as instructed by the hijacker.

b7C [redacted] stated the hijacker was very explicit in all of his instructions and in fact indicated that at San Francisco International Airport runway 19 left should be

Interviewed on 4/7/72 at Salt Lake City, Utah File # SU 164-36

by SA [redacted] / nsb Date dictated 4/11/72

- 14 -

SU 164-36

2

b7C [redacted] utilized, and [redacted] stated he felt the hijacker definitely knew the airport. The hijacker further instructed (1) a fuel truck with six hours fuel and two men on the truck should be available, (2) all vehicles should be parked one hundred feet from the nose of the aircraft on the left side, and (3) he wanted a prisoner who was being returned to the State of California to be left in the seat that he was in.

b7C [redacted] stated that Stewardess [redacted] confirmed that the hijacker had a pistol that had a clip in it and returned to the hijacker the hand grenade pin. Stewardess [redacted] had further indicated to [redacted] that the hijacker had stated he had plastic explosives on board the aircraft.

Upon refueling and leaving San Francisco International Airport specific instructions were received indicating the altitude and air speed to be followed, and essentially the altitude was 16,000 feet and the air speed was 180 knots, which is approximately 200 miles per hour or 3 miles per minute.

b7C [redacted] stated that the rear stairway had been lowered apparently immediately after take-off and communications generally were bad due to the open rear door, and in addition to this it was necessary to be on oxygen approximately one and one-half hours, at which time it appeared that the hijacker had jumped in the vicinity of the Provo, Utah, Airport.

b7C [redacted] stated that the numerous instructions received from the hijacker contained course changes on at least two occasions, and one note indicated that if a chase plane was seen, the hijacker would set a charge which would detonate after he had jumped and before the plane could be landed.

b7C [redacted] stated that the notes indicated generally a terminology of "we this" or "we that" which gave the impression that there were definitely more than one individual involved.

SU 164-36

3

b7C

[] stated that the typewritten notes generally were single spaced and some had been typed over and were very difficult to read due to the detail contained.

b7C

[] stated it was his impression that the hijacker was possibly a private pilot and was acquainted with flying point to point as would a small plane pilot. He stated that the evening was very clear and lights of various towns were visible en route from San Francisco, California, to the Provo, Utah, area.

b7C

[] recalled that in the next to the last note received from the hijacker it stated that "if anyone turned around it was a long fall without a chute."

b7C

[] stated an attempt was made to look into the passenger compartment under the cockpit door where there was approximately one-fourth inch space; however, all lights had been extinguished and the door to the lavatory immediately behind the cockpit was open, obstructing the view to the rear.

b7C

[] stated that from the time the flight began in Denver, Colorado, until landing at Salt Lake City International Airport he and [] had been in the cockpit approximately nine hours with the exception of utilizing the lavatory immediately adjacent to the cockpit briefly on one occasion. Due to this confinement, he had no opportunity to see the hijacker.

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b7C

[redacted] was interviewed in an upstairs room under the control of United Air Lines, at the Salt Lake City International Airport. The time the interview began was 12:00 midnight.

b7C

[redacted] described himself as being the [redacted] on United Air Lines Flight 855 from Denver which had been hijacked and diverted to Salt Lake City, Utah. He stated he resided at [redacted] Thousand Oaks, California, [redacted] telephone number 805-[redacted].

b7C

Concerning the activities on the day in question, [redacted] advised he and other members of the flight crew left Los Angeles, California, at 7:00 a.m., Flight 460, United Air Lines, traveled to Sacramento, California; Salt Lake City, Utah; and Denver, Colorado, arriving Denver approximately 12:33 p.m. He advised he and other members of the crew had one hour and fifteen minutes ground time in Denver, and they spent most of this time in the flight office at the terminal.

b7C

There was nothing significant which happened during this period which would indicate any later hijacking activities. [redacted] advised at about 2:10 p.m., he went to the flight office of United Air Lines with the other members of the crew to handle some administrative details of the flight. About 2:10 to 2:15 p.m., he boarded Flight 855 prior to departure. He advised there were three stewardesses, [redacted] and [redacted] and [redacted] First Officer [redacted] advised that when he got onto the plane, [redacted] was already aboard and in the cockpit. He stated there may have been two or three passengers already aboard the aircraft, in the passenger compartment.

He stated that as he came aboard, the three girls went to the rear of the plane and he went to the cockpit to handle "check-off". He advised also that he then got out of the plane and checked certain items on the outside of the plane and noticed nothing significant.

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He advised at this time the passengers came aboard and that during this period he returned to the cockpit with the other two male members of the flight crew. [] recalled that following passenger loading, they received clearance to start the engines; however, the loading door remained open. He advised that they were ready to leave as the passenger agent came to the loading door with an envelope in his hand. b7C He waved the envelope into the passenger compartment and announced that the envelope had been left behind in the boarding room. The passenger agent asked to whom the envelope belonged, and there was no response.

[] advised that he was observing this through the open cockpit door when he noted a passenger step out of the restroom on the right hand side of the plane looking forward and waved his hand as though he was acknowledging ownership of the envelope. [] advised that [] b7C then went to the passenger agent and indicated that a man in the back was responding. She went to the individual, and he told her that the envelope was his. [] then returned to the passenger agent, got the envelope and took it back to the individual. [] advised he does not recall what immediately followed, but he did see the man go back into the restroom.

He advised the outside door was then closed and the plane started to taxi. At this time one of the girls came to him and said that the man was still in the restroom. [] b7C advised that the Captain, overhearing this report, told her to go back and tell the man to sit down. She then went to the rear and later called on the intercom to report that she had knocked on the door with no response. [] advised that the Captain then asked him to go back and check, which he did.

[] advised he knocked heavily on the door and within a very few minutes the man came out of the restroom and said "I'm alright." [] told the man he could not stay in the restroom during the takeoff, and the man came out and took a seat in the rear on the right side of the aisle. b7C

[] advised that as he had seen the individual before and now noticed him leaving the restroom, he did notice some difference in the man's appearance but did not pay any particular attention. He did not note the significance of the change. He stated he went back to the cockpit and turned to [] and asked her to ask the man what was b7C in the envelope. [] made the inquiry and returned with the report that the man had said "just papers". He stated that he then related to [] all that had happened, and the plane had taken off.

[] stated that the takeoff was a normal climb and the plane rose to over 3,000 feet and went on cruise power. He advised that about 20 minutes after the takeoff, [] came and advised him that the man had returned to the restroom. He advised shortly thereafter, two passengers came forward to one of the stewardesses to report that they had seen a man in the back with a gun; and they were seated toward the front of the plane. [] then came to the cockpit and indicated that one of the passengers had said he had observed a man in the back of the plane with a grenade and suggested they had better do something about it. [] advised a discussion among the crew then took place; and they finally asked [], who is a pilot out of Los Angeles who was "dead heading" on the flight, to go back to the restroom and check for anything out of the ordinary.

b7C

[] did go back and observed the restroom, but found nothing. He then came to the cockpit and reported his findings. About this time they were starting their descent into Grand Junction, Colorado. At this time the Captain asked [] to go back and give the area another check, which he did; and this check was also negative. [] then asked [] to go back and sit next to the unknown passenger who reportedly had the gun. After being there only a few minutes, [] came back to the cockpit and reported he had observed something between the individual's legs which the individual was attempting to cover up.

b7C

[] stated that at this time the man pulled a gun and held it on [] and gave him an envelope saying, "Give this envelope to the girl and have her take it to the captain." He advised that [] brought the envelope to the cockpit. [] advised that the elevation was about 14,000 feet; and they announced that they were landing at Grand Junction, Colorado, with a hydraulic failure so as not to alarm the passengers. [] advised that they then called the ground, advised they were landing and asked for law enforcement assistance on the ground.

b7C

[] advised that at this time they opened the envelope and noted it was a two page note typed on what appeared to be an electric typewriter. He advised the note made demands and set out instructions that they could keep the note for approximately 30 minutes and then the subject wanted the note back. [] stated the note had been in an envelope marked "hijack instructions". [] recalled that the note told them where to go, San Francisco, California; when to arrive and what to do after takeoff. He advised that [] then wrote a note to the subject that they would go to San Francisco, but that it would be necessary to refuel.

b7C

b7C

[] advised that passengers were not informed of the activities on board. Before landing at Grand Junction, Colorado, the First Officer announced that Grand Junction could not handle the necessary repairs; and it would be necessary to go to San Francisco, California. The plane then traveled to San Francisco, California, arriving there at 4:15 p.m. [] advised there were no contacts during this period, and the flight was uneventful. [] advised that after landing, [] brought up another envelope which contained instructions as to what to do while on the ground, where to go, how much fuel, where the fuel truck would be parked and how many fuelers would be allowed to handle the fuel, how to unload the baggage and where and limiting the number of baggage handlers to three. The note told of the money demands, parachutes and was in great detail.

b7C

[] advised that instructions of the hijacker were radioed into dispatch, and they sat on the ground for approximately three hours fifteen minutes with the passengers aboard while the plane was fueling and the bags unloaded. [] advised the hijacker instructed that the stairs be brought to the front of the plane, and then [] brought in an envelope with more instructions. He advised one of the instructions was to send the passenger from Seat 14B to the cockpit. It was also noted there was a baggage stub in the envelope. This baggage stub was Number 61-32-3, United Air Lines, Denver to Los Angeles.

b7C

[] later came to the cockpit to say that the subject wanted to get someone to help the man in Seat [] bring parachutes, a suitcase and money aboard. [] said the two men then left the plane and brought the items aboard and took them to the rear where the subject was located. He stated he then observed the man check the suitcases for contents. When satisfied, he sent the two men out to get a checked piece of baggage. [] was then told to let everyone off; and she made the announcement, and all deplaned. One stewardess, [] also left the aircraft. Five crew members remained which were the five previously described. [] then brought up another note instructing that they taxi to the active runway and take off. They should head east and climb to 14,000 feet. He advised the cabin was to be unpressurized. He stated that when the plane was airborne [] brought another letter which said "Stay at 14,000 and be over Coaldale in 30 minutes. Further instructions to follow." [] advised there were also some warnings about not allowing chase planes.

b7C

b7C

b7C [] advised they went to Tonapah, Nevada, and later Coaldale as instructed. He stated that as they were traveling, the subject kept demanding to know ground speeds, flight speeds, wind speeds, altimeter settings and sky conditions. He also advised he wanted to be notified "5 minutes before crossing each VOR station." [] advised that they then began to receive cards which looked like flight plans instructing that they go to Wilson Creek and Milford, Utah. He asked for further information on settings, etc. [] advised that about Milford, Utah, the subject opened the aft entry door and let down the aft air stair. He advised that the subject then covered the peep hole in the cockpit door so that it was not possible to observe into the passenger compartment.

b7C [] advised that before the plane arrived at Milford, subject sent the girls into the cockpit with the other crew members; but he, [] was able to observe subject in the passenger compartment due to a slight crack in the door. [] advised he observed the subject put on a jumpsuit and helmet as well as a parachute. He advised that subject put on the parachute as though he was very well schooled in this maneuver. [] advised that the subject wore the chute a long time before the actual jump and after getting himself ready, the subject turned out the lights in the passenger compartment so he could observe the ground. He advised the subject could be seen moving around in the back as he had a flashlight in his hand which he turned on periodically when he wished to make certain observations.

b7C [] advised that on one occasion the subject could not get the intercom to work, and he came to the cockpit door and opened it slightly. He asked for information on wind position and altitude. He indicated that the plane was to be flown to Fairfield, Utah, and that he was to be notified five minutes before arriving over Fairfield. He then advised that [] was to pick up a new flight plan which he had placed on the first row on the right side of the passenger compartment on the seat. [] advised that [] entered the passenger compartment, found the plan, but apparently could not observe the subject due to the darkness. The plan said "Go to Fairfield, Utah, Price and Grand Junction." [] advised he did not see the subject again, but when in the Provo area felt a surge. At this time they concluded the subject had gone.

b7C [] advised that he then went to get the next instructions, and the subject was gone. He advised he did not recall anything further concerning the activity except all of the notes had been returned, that it was obvious to him that the subject knew the airplane and area well. He

b7C advised he did not feel that he could make a positive identification of the subject should he see him at a later time. According to [] the subject is described as follows:

Race	White
Sex	Male
Age	27 to 30 years
Height	5 feet 8 inches
Weight	150 pounds
Eyes	Blue-grey
Complexion	Yellow tan
Characteristics	Wearing Black wig, believed to have black hair. Wearing black fake moustache, glasses with mirrored lenses. Slender build. Rough features having bandage on right cheek after he was disguised.
Dress	Wearing dress shirt with big collar and wide tie. Also a sport coat and dark pants.
b7C	[] advised he could not provide further color data regarding subject's clothing.

b7C [] advised subject was observed putting on a green jumpsuit and black helmet which had a white mark on the back of the helmet. Subject also had on black gloves when he jumped and possibly boots.

[] expressed the view that subject's voice was higher than normal pitch or disguised.

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b7C

[redacted] No. [redacted] Telephone [redacted] Encino, California, was advised of the identity of Special Agent [redacted] by exhibiting to her credentials. [redacted] advised that she spends a considerable amount of time at her parents' home located at [redacted] Telephone [redacted] Tarzana, California, and can usually be reached there if not at her apartment at Encino, California.

b7C

[redacted] advised that she has been employed as a stewardess by United Air Lines since July 3, 1968. [redacted] was an airline stewardess aboard United Air Lines Flight 855 and began her trip on this flight at Denver, Colorado, April 7, 1972. [redacted] stated this flight was scheduled to depart Denver, Colorado, at 2:25 P.M., April 7, 1972, and was scheduled for a nonstop flight to Los Angeles, California. [redacted] stated that the usual boarding procedure was being followed when she first noticed subject boarding and he caught her eye inasmuch as he was flashily dressed. The subject went to the back of the aircraft and sat on an aisle seat. During the boarding procedure, a passenger agent entered the airplane and announced that someone had left a manila envelope in the boarding area. The subject left the airplane and apparently was the one who left the envelope as he returned to the plane and his seat with the envelope.

b7C

[redacted] stated the subject then went to the blue room (restroom), locked the door and stayed for quite a length of time. [redacted] stated this was reported to the second officer and the officer had to come back and open the door and she recalled hearing the second officer ask the subject what he had in the envelope and he remarked, "Just papers".

b7C

[redacted] stated that after the aircraft became air-borne, she began her services for the passengers. At this time, she recalled that several men, whom she considered businessmen, told her that the subject had taken a grenade

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b7C out of a blue case and then she immediately informed the crew members of this incident. She stated that she continued her services for other passengers and that one or two other businessmen approached her and advised her that the subject now had a gun. She states these passengers were sitting in the same row with the subject now had a gun. She stated these passengers were sitting in the same row with the subject and that he had told them to leave that row of seats, which she recalled as the second row from the last row of seats on the right side of the plane. These seats were numbered D, E and F.

[redacted] stated that she believed the subject allowed a woman and a boy to remain on one side of the aisle of this row and that he then moved to the aisle seat. She stated at this time she believed the subject had put on a wig and possibly had been wearing a wig for sometime before he removed the other passengers from his row.

b7C [redacted] stated that she continued her services to the other passengers and that the subject had some time prior to this called [redacted] one of the other stewardesses, and seemingly was giving her written notes that she was carrying to the cockpit. [redacted] whispered to [redacted] on one of her early trips to the cockpit that the subject would not speak and that he was only writing notes or making gestures to her.

[redacted] stated that she recalled when the information was reported to the pilot that the subject had a grenade, the pilot announced that the airplane had developed mechanical trouble and would make a landing at Grand Junction.

b7C [redacted] stated that she never did see a grenade; however, she did see a gun which she described as having a square-type barrel as she was able to look at it from a side view.

[redacted] stated that [redacted] was now carrying all the communications from the subject to the pilot and that she believes the pilot made an announcement that there had been another change in plans and that the airplane was not going to land at Grand Junction. [redacted] stated she believed the pilot made this announcement after he had been advised that the subject had a gun.

b7C

[redacted] stated she recalled seeing a portion of a note that [redacted] was carrying to the cockpit and hastily showed it to her. She stated she recalled the words "pistol - hand grenade - pin pulled" and that these words were typed on an envelope.

b7C

[redacted] stated that she recalled having glimpses of other notes that [redacted] was carrying from the subject to the cockpit and that these other notes were typewritten and some were in printing or handwriting.

b7C

[redacted] stated that her assignment in the aircraft as a stewardess was in the coach cabin and that she spent most of her time in this area which was the same area where the subject was seated. She recalled that he wore gloves all of the time and that she believed he put these gloves on after he had given his first instructions to [redacted]

b7C

[redacted] stated that she continued her services to the other passengers in the airplane and that [redacted] time was now being spent carrying notes from the subject to the cockpit.

b7C

[redacted] stated that when the plane landed at San Francisco, the subject told her to turn off all the lights in the airplane and to go into the cockpit. [redacted] stated that while in the cockpit, she recalls reading a note that gave instructions to return all the other notes that he had written.

b7C

[redacted] stated that during the San Francisco stop, all three of the stewardesses on the plane had to sit on the back row with the subject during the landing of the plane. She stated the subject told a person that she now knew to be a prisoner to get the money and the parachutes and to bring them back to him.

b7C

[redacted] stated that the last time she saw the subject was when he asked her to open the airplane door to the stairs. [redacted] stated that this indicated to her the subject was acquainted with this type of airplane as the

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door to the stairs is sealed by pressure if closed and when in flight. She stated that when she left the rear area of the airplane after she had opened the pressure door that if the door had been closed again, the subject would have to have closed it.

b7C

[redacted] stated that during the time she was opening the door, the parachutes that had been brought to subject had to be moved in order for her to open the door.

b7C

She stated that she did not recall seeing the subject talk to anyone at any time other than to [redacted] and that she did not observe him smoking, eating or drinking at any time. [redacted] stated that when all the airline personnel were in the cockpit after being en route from San Francisco that subject had to come to the cockpit door and shout into it for [redacted] to come outside for him to give her another note. She stated the PA system was not working properly in the airplane at this time.

b7C

[redacted] stated that she did not know at what area the subject left the plane; however, the crew members felt a pressure change and that she was with some of the other employees who went back to the rear of the airplane and the stairwell, and after looking around thoroughly could no longer see the subject.

b7C

[redacted] stated that she also recalled that the subject carried aboard a blue navy-colored bag that had red piping and he may have possibly carried another bag with him.

b7C

[redacted] furnished the following description of the subject:

Race	White
Sex	Male
Nationality	American
Age	Around 30
Height	5' 6"
Build	Medium
Eyes	Blue-gray

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Facial Characteristics	Pitted face; Thin lips; Small mouth
Hair	Wore a dark brown wig; Had a big mustache
Attire	Wore mirror sunglasses; Wore a shocking-pink shirt with large collar, when boarding the airplane; Believed he wore a dark-colored suit that possibly had pink stripes and was of Edwardian style.
Scars and Marks	[redacted] stated she believed subject changed to a white shirt later in the flight and this change was made after the aircraft left San Francisco
Voice	No noticeable tattoos or scars Normal without accent. When subject did speak, he talked in a slow, definite loud voice giving short orders and to the point. [redacted] stated she did not hear the subject talk very often, but recalls this in the few words that he did speak. b7C
Remarks	[redacted] stated at one time she was able to observe the subject by peeking out of the cockpit door and that he was then wearing a black helmet and had a military-type jumpsuit on.

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[redacted] stewardess for United Airlines (UAL), who is home based at Los Angeles, California, with residence at [redacted] Apartment [redacted] Los Angeles, California, telephone [redacted] provided the following information:

b7C

She was the [redacted] stewardess (chief stewardess) on UAL scheduled Flight 855 from Denver, Colorado to Los Angeles, California on April 7, 1972. The flight originated at Denver and departed at approximately 2:35 PM. Prior to the departure of the flight a UAL employee brought a large manilla envelope aboard the aircraft and inquired of the passengers as to its ownership. She stated stewardess [redacted] stated she located a male passenger who claimed to be the owner. [redacted] then delivered the envelope to that individual who was seated in seat 20D located in the last row on the left side of the aircraft. This passenger eventually was the person responsible for hijacking the UAL aircraft.

b7C

[redacted] stated that after the individual had received the envelope he went into the right rear rest room. She then notified the Captain who advised [redacted] to have the man return to his seat for take off. [redacted] stated she knocked three or four times on the restroom door and asked the man to return to his seat for take off. The individual refused to return to his seat and [redacted] then notified the Captain. The Second Officer then went to the rest room and was successful in having the individual return to his seat.

b7C

[redacted] did not observe the individual prior to his entering the restroom.

[redacted] related that this individual departed the rest room with a suitcase and the manilla envelope. She asked the individual what was in the envelope to which he replied "Just papers".

b7C

Approximately 15 to 20 minutes after take off a passenger from the rear of the plane went to Stewardess [redacted] and stated "the man in the rear of the plane has a handgrenade".

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by SA [redacted] / cj Date dictated 4/11/72

b7C

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b7C

[] immediately advised the Pilot who in turn notified the passengers through the public address system that the aircraft would be landing at Grand Junction, Colorado due to a hydraulic problem.

b7C

A short time later two passengers advised [] that a passenger in the rear had a gun who had given them a note for [] give to the Pilot. [] believed this note to have read "grenade pin pulled, pistol".

b7C

[] stated an off-duty UAL pilot, whom she did not know, then came forward and provided her with an envelope and stated she was to deliver it to the Pilot. This envelope contained a number of pages of flight instructions and demands which included in part that the plane be diverted to San Francisco where UAL was to have \$500,000.00 in cash and four parachutes available. The envelope also contained one handgrenade pin and a bullet.

b7C

The instructions required the Pilot to return all notes to the hijacker. The Pilot advised [] to request the hijacker allow the Pilot to retain the instructions until such time as they were no longer needed as the instructions were too extensive to memorize. The hijacker indicated he was agreeable to this by nodding his head to []. In addition to nodding his head the hijacker shook his hand containing the handgrenade in a clenched fist style towards [].

b7C

[] stated the aircraft landed in San Francisco at approximately 4:20 PM where the passenger baggage was immediately removed from the plane. After the passenger baggage was unloaded onto the airstrip the hijacker ordered that a Federal prisoner aboard the airplane and a UAL employee leave the airplane to obtain the \$500,000.00 and the parachutes and return them to the aircraft. [] stated the prisoner and UAL employee returned to the aircraft with two flight bags supposedly containing the money and three parachutes, one of which appeared to have opened.

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The hijacker also ordered that his luggage from the baggage compartment be brought to him aboard the plane. She described the hijacker's suitcase as medium size and had a large black and green plaid pattern.

b7C She stated subsequent to the baggage being removed and the ransom money and parachutes being delivered, the hijacker gave a note to [redacted] ordering all of the passengers to deplane, stating the stewardesses were to remain aboard. After the passengers had deplaned the hijacker told Stewardess [redacted] she could also leave. The hijacker then handed [redacted] a note to deliver to the pilot ordering the pilot to take off immediately. She estimated the time of take off at approximately 6:30 PM. [redacted] stated she retained this particular note and had put it in her purse.

Approximately 10 minutes after take off at San Francisco the hijacker told [redacted] and Stewardess [redacted] to go forward and sit directly behind the bulkhead where they remained until approximately 30 minutes prior to the hijacker jumping from the aircraft. At that time the hijacker came forward to the bulkhead and told [redacted] and [redacted] to turn off all the lights in the cabin and then go into the cockpit with the crew. b7C

At this time [redacted] stated the hijacker was dressed in a light olive military style flight suit, a gas mask on his face and a white towel over his head. b7C

A short time prior to the time that it was believed by the crew that the hijacker jumped from the aircraft he provided a note to the pilot containing additional flight instructions which directed the crew to pick up additional notes containing other instructions at various intervals. These notes had been placed on various seats in the cabin of the aircraft.

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b7C

Subsequent to [] picking up the second note the crew felt a movement in the aircraft which they believed to have been made by the hijacker when he bailed out of the plane. [] stated their position at that time was in the Provo, Utah, area.

b7C

After the movement of the plane was felt [] departed the cockpit and went to the cabin to pick up the additional set of instructions. When she returned to the cockpit she informed the Pilot she could not observe the hijacker in the aircraft. The pilot then instructed [] to return to the area of the second note on the pretense she could not locate it in an attempt to make another observation of the cabin for the hijacker. [] stated she then walked to the rear of the aircraft and determined the hijacker was not in the plane.

The cabin lights were then turned on and a search of the cabin area began by the crew.

b7C

[] stated that the Pilot then turned the aircraft towards the Salt Lake City International Airport where they landed.

[] provided the following description of the hijacker:

Race	White
Sex	Male
Nationality	American
Age	27
Height	5' 5"
Weight	140-150
Complexion	Dark, pock marked cheeks
Build	Heavy from hips down. medium from waist up
Speech	Normal
Hair	Dark wig, false bushy mustache, dark bushy eyebrows

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Characteristics

Clothing At Time
of Take Off From
Denver

Small bandaid on left
cheek starting from
corner of mouth

Navy blue jacket with red
bands 1/2-inch vertical
stripes spaced at approxi-
mately 1 1/2 inches;

Navy blue doubleknit dress
slacks;

Cream colored background
with green flowered shirt;

Wide dark, Navy blue, tie;

Blue socks;

Navy blue oxford type shoes
with band of beige across
toe;

Black gloves, silver watch,
reflector lense sunglasses.

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INTERIOR SEARCH OF UNITED AIR LINES
PLANE NUMBER 7426, FLIGHT 855

FEDERAL BUREAU OF INVESTIGATION

4/8/72

Date of transcription _____

P. 1

A physical search for real evidence was conducted in the interior of United Airlines Plane No. 7426, also known as Flight 855 at the Salt Lake City International Airport.

Found in the left and right rear restrooms were used paper towels, paper cups, kleenex, and a paper head rest cover.

Found in and around seats 19 A, B, C, located in front of the hijacker's seat were miscellaneous paper items that included three magazines in seat pouch, three disposal bags, three B72-7 instruction sheets, cigarette butts and gum and peanut wrappers.

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by SA [redacted] b7C ksa Date dictated 4/8/72

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Date of transcription _____

A search for physical evidence was conducted in the interior (passenger and pilots' section) of United Airlines (UAL) Plane No. 7426, UAL Flight No. 855, at the Salt Lake City International Airport.

After UAL flight personnel indicated to searching Agents where the hijacker sat and moved within the aircraft, Agents found in the pilot's compartment on the floor near the rudder peddles of the port side flight station, two pilot's pre-flight check list, typewritten. On top of a suitcase, which sat to the left of the captain's chair (port side) was found three separate pieces of paper, written by the pilot and bearing directions from the hijacker. In a waste paper container on the co-pilot's chair (starboard side) was found a fourth written piece of paper bearing directions from the hijacker.

Found on top of a black purse in seat 1-D, was a 3x5 piece of paper yellow in color, handwritten in pencil, bearing the description:

"Everybody off now except stewardesses. They stay put. Get the hell off the GD. Be quick about it - use this runway.

Because it was reported the hijacker took a drink using a paper cup from the forward water fountain, the contents of the forward waste container was collected.

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA / ksa Date dictated 4/8/72
b7C

FEDERAL BUREAU OF INVESTIGATION

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Examination was made of United Airlines (UAL) Airplane No. 7426, at the Salt Lake City International Airport, and the following items of evidence were obtained:

Latent prints removed from the rear restroom, port side.

Miscellaneous paper material from seats in the rear of the airplane occupied by the hijacker.

Pieces of a mirror painted orange on the back of the mirror pieces; piece of metal, possibly mirror holder; and small piece of wire were removed from the rear steps of the airplane, which steps were apparently used by the hijacker to depart from the airplane.

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by SA [redacted] b7C, ksa Date dictated 4/10/72

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Date of transcription _____

b7C [redacted] United Airlines (UAL) Pilot,
Headquartered at Chicago, Illinois, residence [redacted]
[redacted] Dundee, Illinois, residence telephone number
[redacted] was contacted at the Salt Lake City International
Airport and furnished a package containing the following for
latent fingerprint examination:

Six UAL seat belts from Plane No. 7426

Eight latent lifts of unknown value obtained
from UAL Plane No. 7426

Film pack of photographs of latent lifts obtained
from UAL Plane No. 7426

b7C [redacted] advised that he would fly the package to
Chicago, Illinois on Flight 278, leaving the Salt Lake City
International Airport at 3:00 P.M., April 8, 1972, and at
Chicago, Illinois, he would turn the package over to Captain
C. H. AKE. [redacted] would deliver the package containing
latent fingerprint evidence to a FBI representative at the
National Airport, Washington D. C.

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] b7C ksa Date dictated 4/10/72

FEDERAL BUREAU OF INVESTIGATION

4/10/72

P. 1

Date of transcription _____

b7C

[redacted] United Airlines (UAL),
Headquartered at Chicago, Illinois, residence [redacted]
Deerfield, Illinois, residence telephone number [redacted]
was contacted at the Salt Lake City International Airport and
was furnished a package containing the following items:

<u>ENVELOPE</u>	<u>CONTENTS</u>	<u>LOCATION OBTAINED</u>
No. 1	Hijacker's flight plans; Demand note	Pilot's Compartment
No. 2	Contents of forward waste container	Forward Restroom
No. 3	Miscellaneous paper material from hijacker's seat	Seats 19 A,B,C
No. 4	As Above	Seats 20, D,E,F
No. 5	As Above	Seats 19, D,E,F
No. 6	As Above	Seats 20, A,B,C
No. 7	Waste papers from port side rear restroom	Rear restroom, Port side
No. 8	As Above	As Above
No. 9	Waste papers starboard side rear restroom	Rear restroom, Starboard side
No. 10	Latent prints	Rear Restroom Port side
No. 11	Piece of hijacker's mirror	Rear Loading Steps

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] / ksa Date dictated 4/10/72

SU 164 76
P. 2

The package was addressed to Director, Federal Bureau of Investigation, Washington, D. C., Attention: FBI Laboratory.

[REDACTED] advised that he was departing Salt Lake City International Airport via UAL Flight 166 at 8:00 A.M. Upon arriving in Denver, Colorado, he would turn the package over to the Captain of Flight 166, who would arrive at Dulles International Airport at 2:45 P.M. He said that he would instruct the Captain to turn the package over to a FBI representative who would meet him at the plane.

b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/10/72P. 1

b7C [redacted] United Airlines (UAL), Salt Lake City International Airport, advised that [redacted] leaving the Salt Lake City International Airport at 8:00 A.M., April 8, 1972, would turn the package containing FBI evidence over to [redacted] UAL Pilot, Denver, Colorado. [redacted] who is headquartered out of Denver, Colorado, would turn the package over to a FBI representative at Dulles International Airport upon arrival there at approximately 2:45 P.M.

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36

by SA [redacted] / ksa Date dictated 4/10/72

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/10/72P. 1

[redacted] United Airlines (UAL), Flight No. 855, Denver, Colorado, to Los Angeles, California, April 7, 1972, was interviewed at the Salt Lake City International Airport.

b7C [redacted] advised that since last contacted by a representative of the FBI, he recalled that the hijacker, in his first note, wanted to know an exact name of UAL official who would handle hijacker's demands in San Francisco.

[redacted] said that he felt that because of this request by the hijacker, the possibility exists that the hijacker knew the names of UAL personnel at San Francisco.

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] b7C / ksa Date dictated 4/10/72

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FEDERAL BUREAU OF INVESTIGATION

P. 1Date 4/8/72

The following described items were discovered on United Airlines plane number 7426 and were initialed and collected for evidence:

1. Seat 19D: An open pack of Kool cigarettes, cigarette butts from ashtray, and one business card;
2. Seat 19F: Cigarette butts from ashtray;
3. Seats 20D, E and F: All items in the pockets of these seats, to wit, United Airlines Mainliner Magazines, airplane emergency cards, and white air sickness bags. Also, cigarette butts from ashtrays.

On 4/8/72 at Salt Lake City, Utah File # SU 164-36
by SA / cj Date dictated 4/8/72

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FEDERAL BUREAU OF INVESTIGATION

1Date 4/8/72

During examination of United Airlines plane number 7426 at Salt Lake City International Airport, the following latent fingerprints were obtained:

Lifts from arm rests-seats 18A, B, D 19F (two prints), 19D (two prints), and 19C.

The above lifts were photographed.

Also obtained were seatbelts from seats 20A, B, C, D, E, and F.

On 4/8/72 at Salt Lake City, Utah File # SU 164-36

by SA / cj:nsb Date dictated 4/8/72

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FEDERAL BUREAU OF INVESTIGATION

1Date 4/8/72

The below listed items were found in the interior of United Airlines plane number 7426. These items were marked, tagged and initialed for submission as physical evidence:

1. One seat headcover found in the toilet bowl of the port rear restroom.
2. Several pieces of a torn note found in the rear pocket of seat 20A.

On 4/8/72 at Salt Lake City, Utah File # SU 164-36
by SA / ci:nsb Date dictated 4/8/72
b7C

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FEDERAL BUREAU OF INVESTIGATION

P. 1

Date 4/9/72

Pursuant to a search warrant issued at Salt Lake City, Utah, on April 9, 1972, by U. S. Magistrate A. M. FERRO, the premises at 360 South 200 East, Provo, Utah, were searched.

During the course of searching the residence, a folded chart was located in the top middle drawer of the buffet on the north wall of the living room. The folded chart bore the title "United States Government - Flight Information Publication, Enroute Low Altitude - U.S." The chart bore the effective date of 3 Feb. 1972, and an expiration date of 2 Mar. 1972.

The chart was marked and retained as evidence.

On 4/9/72 at Provo, Utah File # SU 164-36
by SA /lbp Date dictated 4/9/72

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FEDERAL BUREAU OF INVESTIGATION

P. 1Date 4/9/72

Pursuant to a search warrant issued at Salt Lake City, Utah, on April 9, 1972, by U. S. Magistrate A. M. FERRO, the premises at 360 South 200 East, Provo, Utah, were searched.

During the course of the search, located in a small storage room at the northwest corner of the residence was a faded olive drab color canvas carrying bag bearing number 8460-606-8366, and the manufacturer's name, Eastern Canvas Products, Inc. Located in the bag was a blue and white parachute which had not been folded but merely stuffed into the bag, a black parachute jump harness, and a black helmet.

All of the above were marked and retained as evidence.

The bag was located along the north wall of the room, stacked on top of other military-type duffel bags, approximately six feet off the floor.

On 4/9/72 at Provo, Utah File # SU 164-36
by SA b7C
SA /WTO:1bp Date dictated 4/9/72

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FEDERAL BUREAU OF INVESTIGATION

4/12/72

Date of transcription _____

P. 1

[redacted] Customer
Services, United Airlines (UAL), Salt Lake City International
Airport, telephone number 521-2166, advised that [redacted]
[redacted] Ramp Serviceman, UAL, residence [redacted],
Salt Lake City, Utah, turned over the following pilot's pre-
flight check list, which [redacted] found in the pocket of Seat
3-B, UAL Airplane 7426, that was apparently left behind by the
hijacker. [redacted] advised that 3-B appearing on top of
the pilot's preflight check list was written by him.

b7C

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] / ksa Date dictated 4/11/72

SU 164-36
P. 2

2

PILOT'S PREFLIGHT CHECK LIST							DATE
WEATHER ADVISORIES		ALTERNATE WEATHER		NOTAMS			
EN ROUTE WEATHER		FORECASTS		AIRSPACE RESTRICTIONS			
DESTINATION WEATHER		WINDS ALOFT		MAPS			
FLIGHT LOG							
DEPARTURE POINT	VOR IDENT.	RADIAL TO	DISTANCE LEG	TIME	GROUND SPEED		
MLF	FREQ.	FROM	REMAINING	FLY-OUT CUMULATIVE	TAKEOFF	ETA	
CHECK POINT	DTA	007	61	20	ETA	180 KNOTS	
DELTA	116.1	187			ATA		
	CHA 108						
FAIR FIELD	FFU	008	64	21		180 KNOTS	
	116.6	188					
	CHA 113						
DESTINATION							
			TOTAL				
POSITION REPORT: FIVE report hourly, IFR as required by ATC							
ACFT IDENT.	POSITION	TIME	ALT.	IFR/VFR	EST. NEXT FIX	NAME OF SUCCEEDING FIX	
PREPS							
REPORT CONDITIONS ALOFT—							
CLOUD TOPS, BASES, LAYERS, VISIBILITY, TURBULENCE, HAZE, ICE, THUNDERSTORMS							
5 MIN PRIOR TO REACHING FFU-AS PER PRIOR INSTRUCTIONS, LOOK IN SEAT POCKET NEXT TO WINDOW OF SEAT #8 on right side-TAKE OUT NEW FLT PLAN-REPLACE IT WITH THIS ONE							
CLOSE FLIGHT PLAN UPON ARRIVAL							

5113

3

Form Approved.
Budget Bureau No. 04-R072.3

				1. TYPE OF FLIGHT PLAN		2. AIRCRAFT IDENTIFICATION	
				FYFR	YFR		
				IFR	DYFR		
3. AIRCRAFT TYPE/SPECIAL EQUIPMENT (1)		4. TIME AIRSPEED	5. POINT OF DEPARTURE		6. DEPARTURE TIME		7. INITIAL CRUISING ALTITUDE
		KNOTS			PROPOSED (Z)	ACTUAL (Z)	
8. ROUTE OF FLIGHT							
9. DESTINATION (Name of airport and city)				10. REMARKS			
11. ESTIMATED TIME EN ROUTE		12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME	
HOURS	MINUTES	HOURS	MINUTES				
15. PILOT'S ADDRESS AND TELEPHONE NO. OR AIRCRAFT HOME BASE				16. NO. OF PERSONS ABOARD	17. COLOR OF AIRCRAFT		18. FLIGHT WATCH STATIONS
CLOSE FLIGHT PLAN UPON ARRIVAL				19. SPECIAL EQUIPMENT SUFFIX A — DME & 4096 Code transponder B — DME & 64 Code transponder D — DME		1 — DME & transponder—no code T — 64 Code transponder U — 4096 Code transponder X — Transponder—no code	

0012-027-04

FEDERAL BUREAU OF INVESTIGATION

4/12/72

Date of transcription

P. 1

[redacted], Ramp Serviceman, United Airlines (UAL), Salt Lake City International Airport, residence [redacted] telephone number [redacted] advised that on April 8, 1972, he found pilot's preflight check list, Federal Aviation Agency form 7233-1, in the pocket of Seat 3-B, UAL Airplane 7426. He turned this form over to [redacted] Operating Chief, Customer Services, UAL, Salt Lake City, as the form had apparently been used by the hijacker. b7C

Interviewed on 4/10/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] / ksa Date dictated 4/11/72
b7C

FEDERAL BUREAU OF INVESTIGATION

4/12/72

Date of transcription

P. 1

[redacted] United Airlines (UAL),
San Francisco International Airport, San Francisco, California,
residence [redacted] Santa Clara, California, telephone
number [redacted] was contacted at the Salt Lake City Inter-
national Airport, and was furnished with two envelopes addressed
to the Director, Federal Bureau of Investigation, Washington, D. C.
Attention: FBI Laboratory. The envelopes contained the following
items of evidence:

Federal Aviation Agency Form 7233-1,
pilot's preflight check list, recovered
from UAL Airplane 7426, by [redacted],
Ramp Serviceman, UAL.

Dictated hand printing samples obtained from
RICHARD FLOYD MC COY, JR.

[redacted] advised that he was departing Salt
Lake City International Airport from Flight 166, at 8:00 A.M.,
April 9, 1972. Upon arriving in Denver, Colorado, he would turn
the package over to [redacted] UAL, residence
telephone [redacted] Denver, Colorado. He said that he would
instruct [redacted] to turn the package over to a FBI representative,
who would meet him at Dulles International Airport upon arrival
at approximately 2:45 P.M.

Interviewed on 4/9/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] b7C ksa Date dictated 4/11/72

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SU 164 PS

INTERVIEW OF



b7C

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

1

[redacted] Salt Lake City, Utah, telephonically advised that he and [redacted] are acquainted with a RICHARD F. MC COY, JR., who is a vietnam veteran. [redacted] stated that according to [redacted] MC COY has had discussions with several members of the National Guard at the time of previous hijackings. During these discussions, MC COY had pointed out mistakes the previous hijackers had made and had said that if he were to ever get involved with a hijacking, he would ask for \$500,000. [redacted] stated that [redacted] was presently at his and [redacted] s home; and they were preparing to go on a National Guard drill. [redacted] was requested to come immediately to the Salt Lake City Office of the FBI for an in depth interview and to bring [redacted] with him. [redacted] and [redacted] agreed to this.

b7C

On 4/8/72 at Salt Lake City, Utah File # SU 164-36

by SA [redacted] dls b7C Date dictated 4/11/72

SU 164-36

JLT:dls

1

The following investigation was conducted at Salt Lake City, Utah, by SA [REDACTED] on April 8, 1972:

During the telephone call from [REDACTED]
[REDACTED] Salt Lake City, Utah, the information
provided by [REDACTED] was discussed with Assistant Special
Agent in Charge VICTOR R. SCHAEFER by SA [REDACTED] and [REDACTED]
[REDACTED] concurred that an in depth interview was needed
with [REDACTED] and [REDACTED]

b7C

SU 164-88

INTERVIEW OF



b7C

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/8/72

[redacted], Salt Lake City, Utah, Utah Highway Patrolman, was interviewed at the Office of the FBI, 125 South State Street, Salt Lake City, Utah.

b7C

[redacted] stated that [redacted] RICHARD F. MC COY, JR., 360 South 200 East, Provo, Utah, telephone number 375-2930.

b7C

[redacted] stated that MC COY is a Brigham Young University (BYU) student, is a sky diver, who jumps out of the Alta Airport in Salt Lake City, Utah, on a regular basis. He is a Vietnam veteran, and has served two years in Vietnam; one year of which was as a helicopter pilot.

b7C

Approximately three weeks to one month ago, [redacted] and MC COY had a conversation concerning a hijacking of an airplane that had recently taken place. In the discussion of this hijacking, MC COY stated that it would be possible for someone to hijack a plane and get away with it provided he did certain things. One of the things that would be necessary for this person to do would be to have extra parachutes in the plane that could be thrown out while in flight to confuse people. The parachutes would be examined for beepers, and the dummy parachutes would contain the beepers. MC COY also stated that in the recent hijacking, the hijackers did not demand enough money, and that if he were to do it, he would demand at least \$500,000.00.

b7C

[redacted] stated that at approximately 9:30 P.M., on the night of April 7, 1972, MC COY's sister-in-law, name unknown, who lived with MC COY [redacted] called [redacted] and wanted to know where MC COY was. She wanted to know if MC COY was on a mission of some sort.

Interviewed on 4/8/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] SA [redacted] JLT/ksa Date dictated 4/8/72

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SU 164-36

P. 2

[redacted] stated that he attempted to reach MC COY at approximately 11:30 P.M., and the sister-in-law answered and stated that MC COY was not home. They discussed the hijacking briefly, and the [redacted] stated that she was "scared to death," as MC COY had tried to get her to help him on a hijacking. During this conversation, MC COY's sister-in-law stated that the wife of MC COY had left at approximately 8:00 P.M., and had not returned by 11:30 P.M. to midnight. b7C

[redacted] stated that MC COY and his wife have a lot of money troubles and have argued frequently about this in the past.

[redacted] stated that he was on duty the entire night of April 7, 1972 - April 8, 1972, with the Utah Highway Patrol, and when he arrived home early in the morning of April 8, 1972, his wife told him that MC COY had called at approximately 1:30 A.M., and asked for [redacted]. [redacted] wife thought it was a little odd that MC COY did not engage her in any type of conversation at all inasmuch as they are fairly close friends and when MC COY found out that [redacted] was not home, he simply hung up the telephone. b7C

In the discussion concerning hijacking, [redacted] said that MC COY talked about any hijacking he would be involved in would be a "big operation." He stated that if the plane that he would be on was being followed by chase planes, he would make it known to these chase planes that he had also planted a bomb on a second plane in order to get them to withdraw. MC COY also stated that if he ever got the half million dollars, he would leave the country. b7C

SU 164-36
P. 3

[redacted] added that MC COY flies frequently and is completely familiar with the filling out of the FAA flight plan forms, and because of his association with the military, would have access to these forms. Additionally, MC COY has his own military type flight and jump suits, helmet and jumping boots.

[redacted] stated that in view of MC COY's past military experience in Vietnam, that it would be possible for him to have a grenade and he believes that MC COY does in fact, have several pistols and possibly a rifle.

[redacted] furnished the following background and descriptive data on MC COY:

Race	White
Sex	Male
Age	29
Height	5' 9" - 5' 10"
Weight	160-165 pounds
Hair	Reddish brown (straggly) medium length
Eyes	Hazel
Remarks	Mild pock marks on cheeks (possibly acne) Sometimes wears reddish brown (walrus type) mustache (had one a week ago) Dimple in chin Bushy eyebrows, brown Sideburns full to bottom of ear, squared off
Voice	High pitched voice when excited.

SU 160016

P. 4

Build	Medium above waist; hips and thighs protruding "gorilla type"
Vehicle	1966 four-door Dodge, blue in color; dark green Volkswagen, year unknown
Relatives	Father - [REDACTED] resides in North Carolina Mother - Name unknown, resides in North Carolina b7C Wife - Name unknown, resides [REDACTED] Provo, Utah
Military	Children - Two Currently member of 115th Engineers National Guard Armory, Murray, Utah

MC COY is known to have a green three foot by two foot by fourteen inch almost square piece of luggage, and also a green or bluish gray clothing bag.

SU 154-25

REQUEST FOR SUBJECT'S
MILITARY RECORD

SU 164-36

JLT:dls

1

The following investigation was conducted by SA [redacted] at Salt Lake City, Utah, on April 8, 1972:

Following the suggestion of the name RICHARD F. MC COY, JR., as a suspect in instant case, SA [redacted] St. Louis Division, was telephonically contacted and was requested to cause an immediate search of any Army records under the name RICHARD F. MC COY, JR. [redacted] was requested to attempt to locate any handprinting and handwriting of MC COY and upon locating this handprinting and handwriting, to immediately advise the Bureau and Salt Lake City of its location.

[redacted] Salt Lake City, Utah, was telephonically contacted at the Army Aviation Center and was requested to obtain the Service Number, Date of Birth and Place of Birth of MC COY. [redacted] advised that MC COY's Service Number was 237662779, his date of birth is December 7, 1942, and place of birth was Kinston, North Carolina.

This information was immediately furnished to SA [redacted] Senior Resident Agent, at the St. Louis Record Center, St. Louis, Missouri.

SA [redacted] St. Louis Division, subsequently telephonically advised the Salt Lake City Division that Army records had been located bearing handprinting and handwriting of RICHARD FLOYD MC COY, JR. SA [redacted] was advised to have these records taken to the Laboratory at FBI Headquarters in Washington, D. C., by an Agent of the St. Louis Division. SA [redacted] stated that these records would be immediately flown as requested.

SU 164

INTERVIEW OF SUBJECT
PRIOR TO ARREST

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date 4/8/72

b7C

RICHARD F. MC COY, JR. was advised of the identity of the interviewing Agents as Special Agents of the Federal Bureau of Investigation. He was advised he was being questioned concerning the hijacking of a United Airlines passenger plane enroute from Denver, Colorado to Los Angeles, California on April 7, 1972. He was advised of his rights and presented with a waiver of rights form which he executed.

MC COY claimed he had nothing to do with the hijacking and that he was home at 360 South 200 East, Provo, Utah, with his wife on the evening of April 7, 1972. He argued his privacy was being invaded by having to answer questions regarding his activities and said it was no ones business where he was the previous evening.

MC COY was advised that he fit the description of the hijacker's description and was also a qualified pilot and parachutist. He repeated he did not commit the hijacking but did state that he went out to dinner returning home between 11:00 and 11:30 PM.

MC COY was advised that it was reported that [redacted] was looking for him on the evening of April 7, 1972 and could not find him and that his wife had left home at 8:00 PM and that he had not returned home until approximately 1:30 AM on April 8, 1972. MC COY denied that any of the above events occurred.

Additionally MC COY was told he was reported to have talked about how to successfully hijack a plane whereupon he claimed everyone talked about it and it was nothing unusual.

MC COY advised that he would graduate from Brigham Young University (BYU) at Provo, Utah in August of 1972 and received a degree in law enforcement which he would use to obtain a job with the police department to fly helicopters. In view of his education he warned he was well aware of interrogation tactics and could not be intimidated.

On 4/8/72 at Salt Lake City, Utah File # SU 164-36

SA [redacted]
by SA [redacted] / DJB:cj Date dictated 4/8/72
SA [redacted]

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SU 164-36
P. 2

It is noted that MC COY was located and the interview commenced at the Army Operations Center, Salt Lake City International Airport, Salt Lake City, Utah. After being approached and the foregoing information furnished, MC COY was asked whether he had an automobile, to which he replied that he had a 1969 Volkswagen, which was parked behind a hangar in the vicinity of the Army Operations Office. The Agents and MC COY proceeded to the vicinity of the automobile where it was requested that permission be granted to search his automobile. He was told that Agents had no right to search his automobile unless he so consented. He advised that he would consent to the search of his automobile and he signed and executed a Consent to Search Form. MC COY personally unlocked the vehicle -- a 1969 green Volkswagen, North Carolina License L 5007 -- and was present during the search. Nothing appearing to be of an evidentiary nature was obtained.

MC COY was carrying a green Army case which he opened and exhibited to the Agents which contained a new military type helmet, olive drab in color.

MC COY stated that he had no objection to photographs being made of him, and he was photographed with a 4 X 5 camera with a Polaroid attachment at the Army Operations Center, Salt Lake City Airport. He agreed and permitted three photographs to be made.

MC COY was asked if he had any objection to completing an interview at the Salt Lake City Office of the FBI. He said no; however, he asked if he had to come and was advised that no he did not, that he was free to come and go at his choosing. He advised that he had no objection to completing the interview at the Salt Lake City Office and he was thereafter transported to the Salt Lake City Office.

At the Salt Lake City Office the interview was continued by SA's [] and []

b7C

SU 164-36

P. 3

MC COY reiterated that he had not been involved in the hijacking situation, that he had no knowledge thereof and could furnish no information which might be of assistance in this investigation.

MC COY was asked by SA [REDACTED] if he would furnish handprinting samples to which he consented. He was furnished several white 3 X 5 cards and it was requested that he handprint a dictated specimen which he did and is as follows:

b7C

SU 164-36

P. 3a

EVERY BODY OFF NOW
EXCEPT STEWARDESS
THEY STAY PUT
GET THE HELL
OFF THE (C1)

BE QUICK ABOUT
IT- USE THIS
RUNWAY

SU 164-36

P. 4

After completion of the above, MC COY said he would furnish no further specimens and desired to see an attorney. The specimens were taken and MC COY insisted that they be returned to him. He was advised that he had voluntarily given these specimens and they would not be returned to him and would be retained by the FBI.

MC COY advised that he would not answer any additional questions concerning the hijacking as he had not been involved.

MC COY noted that he was limping as he had injured his right ankle in a skiing accident with a Brigham Young University ski class two to three weeks ago; however, he declined to give the name of the instructor or information relating to the injury other than to state it had been treated and he had been put in an ankle cast at that time by a doctor at the Brigham Young University Health Clinic, Provo, Utah. He advised that he did not recall the name of the doctor. He advised that he personally, himself, had removed the cast approximately two days ago as he could not fly a helicopter very easily with a cast and he had desired to fly on Saturday, April 8, 1972.

MC COY was requested to exhibit both ankles, which he did do and removed his boots from both feet and stated that his right foot was swollen, which was confirmed by observation. He advised that he had been treated and a cast placed on his right ankle for "pulled tendons or ligaments".

SU 164-36
P. 5

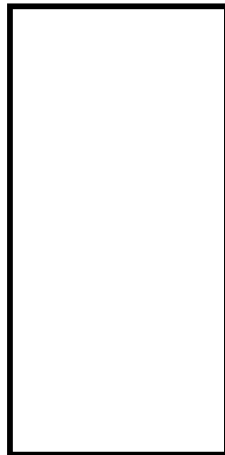
MC COY stated he did not want to answer any more questions and wanted a lawyer at which time the interview was terminated.

The following background and descriptive data was obtained through observation and interview:

Name	RICHARD FLOYD MC COY, JR.
Race	White
Sex	Male
Nationality	American
Date of Birth	December 7, 1942 (Age 29)
Place of Birth	Kinston, North Carolina
Height	5' 10"
Weight	165 to 170
Hair	Brown, receding, medium length, shaggy in back
Eyes	Blue
Characteristics	8-inch circular scar on left side of nose; 8-inch circular scar on left bicep (both from shrapnel); 1/8 inch circular scar on right inside thigh (from shrapnel)
Peculiarities	Large protruding ears, owns toupe same color as own hair; Has grown walrus type light brown mustache; Has small mole on left cheek
Social Security Number	237-66-2779
Father	[REDACTED] Raleigh, North Carolina
Step-mother	[REDACTED] Same Address
Mother	[REDACTED] Cove City, North Carolina

b7C

SU 164--
P. 6



Weapons

Education

Military



Fort Leonard Wood,
Missouri



born



Provo, Utah; employed
at Welfare Department,
Provo, Utah, earning
approximately \$500.00
per month

b7C

b7C

Age



Age 2

1964 Remington Semi-
automatic 30-06;
1906 Springfield 30-06 bolt;
1964 Browning automatic
12 gauge magnum;
1964 Browning .22 semi-
automatic;
Browning double barrel
12 gauge shotgun;
Mauser 3mm bolt;
No pistols

1961 graduate of Needham
Broughton High School,
Raleigh, North Carolina;
In Fall of 1961 at BYU, Provo,
Utah; Fall of 1965, BYU;
1970 to present at BYU
1962 to 1965 - Regular Army
and Airborne Special Forces
(1964 to June 1965 in
Vietnam);
January 1966 - Army Helicopter
school;
March, 1967 through 1970 -
U. S. Army

SU 164-

P. 7

Special Training	Helicopter pilot, teletype operator, demolitions expert and parachutist
Present Military	Warrant Officer, 1457th Engineering Battalion, Headquarters, American Fork, Utah, earning approximately \$500.00 per quarter
Vehicles	1966 gray four-door Plymouth with North Carolina license plates; 1969 green Volkswagen with North Carolina license plates

MC COY receives G.I. educational benefits in the amount of \$243 per month.

It was also noted that the skin on MC COY's right index finger was up over the fingernail, appearing the fingernail was bitten or broken below the end of the index finger.

FEDERAL BUREAU OF INVESTIGATION

Date 4/10/72P. 1

RICHARD FLOYD MC COY, JR., was interviewed at his residence, 306 South 2nd East, Provo, Utah. MC COY was advised by SA [redacted] of his rights as shown on an executed Warning and Waiver Form which he read and signed. He was also advised of the nature of the inquiry, the extortion from an interstate carrier. He said he understood his rights and the nature of the inquiry and advised as follows: b7C

He formerly had a wig or hairpiece which did not fit and has since been discarded. The hairpiece kept slipping up on his head and did not fit.

He has several shrapnel scars on his body and one scar on his face which is about 1/4 inch in diameter located on his left cheek near the base of his nose and which is noticeable.

MC COY's hands were clean in appearance and his fingernails were cut short and contained black dirt or material. His hands were smooth in texture.

MC COY was asked if he had a typewriter and his wife immediately produced an electric Smith-Corona from which typewriter samples were taken. This is the only typewriter he acknowledged to have.

During the interview with MC COY, it was noticed that he talked with a noticeable lisp or speech impediment. He rolled his tongue when attempting to pronounce certain words.

On 4/8/72 at Provo, Utah File # Salt Lake City 164-36
by SA [redacted] b7C
SA [redacted] CBE / deb Date dictated 4/9 /72

SU 164- 2

OBSERVATION OF SUBJECT'S RESIDENCE
DURING NIGHT OF APRIL 8 AND
MORNING OF APRIL 9, 1972

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72P. 1

At approximately 1:30 A.M., observation was established at the residence of RICHARD FLOYD MC COY, JR., 360 South 200 East, by the following Special Agents of the Federal Bureau of Investigation:

SA
SA
SA
SA
SA
SA
SA
SA
SA

b7C

At 2:58 A.M., SA [] strolled near the above residence, and it was noted there was movement at what appeared to be the curtain of the frontroom of the residence. The movement was at the lower portion of the window indicating the person observing SA [] was in all probability sitting in a chair. No individual was observed.

b7C

At approximately 5:15 A.M., ASAC VICTOR R. SCHAEFER and SA's [] and [] also observed the residence described above.

No other activity was noted other than that mentioned above.

At 5:37 A.M., observation of the residence was discontinued.

On 4/9/72 at Provo, Utah File # Salt Lake City 164-36
by SA [] / deb Date dictated 4/12/72

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SU 164.18

IDENTIFICATION OF SUBJECT
THROUGH FINGERPRINT AND
HAND WRITING EXAMINATIONS

SU 164-25

By communication dated April 9, 1972, the Bureau advised that two latent fingerprints were developed on the back of the "Mainliner" magazine marked Seat 20D, and from the envelope that was submitted, four have been identified as the fingerprints of RICHARD FLOYD MC COY, JR., Army Service Number RA 14796789.

On April 9, 1972, a telephone call was received by the Salt Lake City Office from the Document Examiner at the FBI Laboratory, [REDACTED], who advised that the handwriting on the note given the stewardess by the subject was compared with the handwriting on the military record of RICHARD FLOYD MC COY, JR. and they were found to be identical.

b7C

SU 164-75

COMPLAINT

SU 164-36

by SAC RUSSELL P. CALAME

On April 9, 1972, this matter was discussed with United States Attorney C. NELSON DAY, Salt Lake City, Utah, who authorized filing of a complaint charging RICHARD FLOYD MC COY, JR. with violation of Section 1472(i)(1), Title 49, United States Code, Aircraft Piracy; and Section 1472(j), Title 49, United States Code, Interference With Flight Attendant.

Following is a copy of the Complaint authorized by United States Attorney DAY:

SU 164-110

The above complaint was filed by SA [REDACTED]
[REDACTED] on April 9, 1972, before U. S. Magistrate A. M.
FERRO, at Salt Lake City, Utah. United States Attorney C.
NELSON DAY recommended no bail.

b7C

SU 164--10

ARREST OF SUBJECT

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/12/72

At 5:37 AM, the residence of RICHARD FLOYD MC COY, JR., 360 South 2nd East, Provo, Utah, was approached by Special Agents of the Federal Bureau of Investigation.

MC COY was arrested at the front door of his house by Assistant Special Agent in Charge VICTOR R. SCHAEFER, and Special Agents [redacted] and [redacted]. He was searched, handcuffed and transported to an FBI automobile by ASAC SCHAEFER and SA [redacted]. He was immediately advised as to the Federal charges against him and his rights as set forth in a warning and waiver form. He acknowledged his rights but refused to make any statement or to sign the warning form. He stated that he did not have an attorney and requested that he be provided with one as soon as possible. He was told that he was being taken to Salt Lake City, Utah, and that arrangements for an attorney would be made after arrival in that city. b7C

MC COY was transported to Salt Lake City, Utah, by ASAC VICTOR R. SCHAEFER, SA [redacted] and SA [redacted]. b7C

The following Special Agents participated in the arrest and were assigned specific positions around the house at the time of the arrest: [redacted] b7C

[redacted] and [redacted].

Interviewed on 4/9/72 at Provo, Utah File # SU 164-36

by SA [redacted] /lbp Date dictated 4/12/72 b7C

SU 164-28

INTERVIEW OF SUBJECT AFTER ARREST
AND
ARRAIGNMENT BEFORE U. S. MAGISTRATE

FEDERAL BUREAU OF INVESTIGATION

Date 4/10/72

P. 1

At 6:50 A.M., RICHARD FLOYD MC COY, JR., was brought into the interview room of the FBI Office where an interview was commenced with him by SA [redacted] who had previously interviewed MC COY and with whom MC COY was now personally acquainted, and ASAC VICTOR R. SCHAEFER. The identity of both [redacted] and [redacted] was again given to MC COY and he was again advised of his rights and attempts were made to give him an interview form. He declined to take it, stating that he did not intend to discuss the matter prior to obtaining of an attorney and that he would not read or sign anything. He was furnished a telephone book and a telephone to call an attorney; however, he declined to do so at this instance, stating that he did not know an attorney whom he desired to call. b7C

He subsequently requested to call [redacted]. He was granted this permission and called his wife from the FBI Office in the presence of SA [redacted] after he requested that one of the Agents depart. He was overheard to tell his wife that he was in custody and that he had been arrested for the hijacking of the aircraft. He told her that she should remain at the residence and not permit anyone in the house or to search the house without a search warrant, and that should a search warrant be served, she should remain there with the searching Agents. The person to whom he was talking, whose identity he indicated to be [redacted], was advised that even if they searched the house they would not find anything in the house. He asked her about an attorney and a change of clothing. b7C

After the termination of the telephone conversation, he asked as to when he would appear before a U. S. Magistrate. He was advised that arrangements had been made and the Magistrate would be made immediately available to him. SA [redacted] came into the interview room where he advised MC COY that the U. S. Magistrate had been contacted and would be in his office at 8:00 A.M. MC COY advised that b7C

On 4/9/72 at Salt Lake City, Utah File # Salt Lake City 164-36
 by SA [redacted];
 ASAC VICTOR R. SCHAEFER;
 SA [redacted] WIA / deb Date dictated 4/10/72

SU 160-36

P. 2

he would await his appearance before the U. S. Magistrate and that he would accept the court-appointed attorney as he did not feel he had the funds to employ one.

MC COY reached over to the desk and picked up the Waiver of Rights Form which he proceeded to look at and throw down on the table. He was again asked if he understood his rights and he said he did, having been a law enforcement student at Brigham Young University. The information that he declined to sign the Waiver was written upon it at this time, at which time MC COY picked up the form and read it and again tossed it down on the table.

MC COY refused to comment concerning the hijacking, and while waiting notification and the arrival of the U. S. Magistrate at his office, received and talked with his wife via telephone and called her again. He was continually apprised of his rights, of the availability of the telephone at any time he might desire so that he could employ an attorney. He reiterated on several occasions that he would await his hearing before the U. S. Magistrate. He declined to discuss the details of the hijacking, after participation or any information as to the whereabouts of the money.

The interview was terminated at 8:00 A.M., at which time he left the office in the custody of SA [REDACTED] and SAC RUSSELL P. CALAME.

b7C

FEDERAL BUREAU OF INVESTIGATION

Date 4/10/72

P. 1

RICHARD FLOYD MC COY, JR., was transported in Bureau Car No. 1 to the U. S. Post Office at 4th South and Main Street, Salt Lake City, and then to the U. S. Magistrate's Office which is located in Room 209. He was then released to the custody of the U. S. Marshal ROYAL K. BUTTARS and formal charges were read to him by U. S. Magistrate A. M. FERRO, at which time MC COY requested a court-appointed attorney and he was remanded to the custody of the U. S. Marshal and confined in the Salt Lake County Jail, after the U. S. Magistrate advised that he is not entitled to bond.

On 4/9/72 at Salt Lake City, Utah File # 164-36 Salt Lake City
by SAC RUSSELL P. CALAME: b7C
SA [REDACTED] CJS / deb Date dictated 4/10/72

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SU 16th - 88

SEARCH WARRANT

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

P. 1

The following Search Warrant was issued on April 9, 1972, by U. S. Magistrate A. M. FERRO, entitled "United States of America vs. RICHARD FLOYD MC COY, JR., Commissioner's Docket No. F72, Case No. 43":

"To Special Agent [redacted], Federal Bureau of Investigation, and any other authorized Agent of the FBI.

b7C

"Affidavit having been made before me by Special Agent [redacted], that he has reason to believe that on the premises known as residence premises of RICHARD FLOYD McCOY, JR., at 360 South 200 East Street, Provo, Utah, including all areas of the home, garage, any and all other buildings, and all grounds, trees, shrubs in areas of such premises, in the Central Division, District of Utah, there is now being concealed certain property, namely, grenades and grenade pins, hand guns, bullets, parachutes and parachute beepers, jump suit, a black hard jump hat or helmet, blue luggage bag, \$500,000.00 in currency, two North Star Altimeters mounted on Valcro wrist mounts, one 6"x6"x5" white cardboard box, articles of clothing, including a blue men's suit, blue navy trousers, blue sport coat with stripes, pink modern type shirt, flowered shirt, blue socks, two-tone blue with gray square-toed shoes or two-tone blue with brown shoes, silver or chrome wrist watch, small yellow pad, yellow papers, FAA flight plans Form 7233, typewriters, pens, pencils, flight maps or aeronautical maps, airline ticket receipts or stubs, luggage tags, mirrored sunglasses, wigs, false mustaches, broken pieces of mirror, Manila envelopes, small black suitcase; two brief cases, black or tan; black gloves, which are instrumentalities and fruits of the aircraft piracy and the interference with flight attendant, which occurred on April 7, 1972, on Unital Air Lines Flight 855, at and within

On 4/9/72 at Salt Lake City, Utah File # 164-36
by SA [redacted] / deb Date dictated 4/11/72

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SU 164-36

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the Central Division of the District of Utah, and as I am satisfied that there is probable cause to believe that the property so described is being concealed on the premises above described and that the foregoing grounds for application for issuance of the search warrant exist.

"You are hereby commanded to search forthwith the place named for the property specified, serving this warrant and making the search in the daytime and if the property be found there to seize it, leaving a copy of this warrant and a receipt for the property taken, and prepare a written inventory of the property seized and return this warrant and bring the property before me within ten days of this date, as required by law.

"Dated this 9th day of April, 1972.

"/s/ A. M. FERRO

"A. M. FERRO, U. S. Magistrate"

SU 164 13

RETURN OF SEARCH WARRANT

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

P. 1

The following items, under the authority of a Search Warrant signed on April 9, 1972, by U. S. Magistrate A. M. FERRO at Salt Lake City, Utah, were seized from the premises of RICHARD FLOYD MC COY, JR., at 360 South 200 East Street, Provo, Utah:

1. One (1) men's brown striped sport coat, with Alexandre label.
2. One (1) men's Rolex Oysterdate watch, silver in color, with inscription R. F. McCoy, Raleigh, North Carolina.
3. One (1) electric Smith-Corona typewriter, in case, with No. MIL-I-16910, Serial No. 6SE 217681.
4. One (1) electric Smith-Corona typewriter, in case, Model Electra 120, No. MIL-I-16910, Serial No. 6LEV-121748.
5. One (1) green military-type flight suit, with two serial flare cartridges in pocket.
6. One (1) military flight suit, green in color, Type No. CWU 1/P.
7. One (1) black parachute harness, manufactured by Security Parachute Company, Inc., San Francisco, California.
8. One (1) parachute, blue and white, some red trim.
9. One (1) military canvas green bag, manufactured by Eastern Canvas Products, Inc., 11/1963, No. 8460-606-8366.

On 4/9/72 at Provo, Utah File # Salt Lake City 164-36
by SA [redacted] SA [redacted] SA [redacted] SA [redacted] b7C
SA [redacted] SA [redacted] LK/deb Date dictated 4/11/72

SU 164-36

P. 2

10. One (1) black helmet, crash-type, with white strap snap-on back.
11. One (1) military green helmet, jump type.
12. One (1) large cardboard box, containing various items of clothing, a pistol, holster, and a black glove.
13. Also located in the cardboard box was United States currency, almost all in bank straps and some loose currency, totaling \$499,970.00.

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

P. 1

The following Amended Return on Search Warrant signed by U. S. Magistrate A. M. FERRO at Salt Lake City, Utah, on April 9, 1972, was made:

1. One (1) men's brown striped sport coat, with Alexandre label.
2. One (1) men's Rolex Osterdate watch, silver in color, with inscription R. F. McCoy, Raleigh, North Carolina.
3. One (1) electric Smith-Corona typewriter, in case, with No. MIL-I-16910.
4. One (1) electric Smith-Corona typewriter, in case, Model Electra 120, No. MIL-I-16910.
5. One (1) green military-type flight suit, with two aerial flare cartridges in pocket.
6. One (1) military flight suit, green in color, Type No. CWU 1/P.
7. One (1) black parachute harness, manufactured by Security Parachute Company, Inc., San Leandro, California.
8. One (1) parachute, blue and white, some red trim.
9. One (1) military canvas green bag, manufactured by Eastern Canvass Products, Inc., 11/1963, No. 8460-606-8366.
10. One (1) black helmet, crash type, with white strap snap-on back.
11. One (1) military green helmet, jump type.

On 4/10/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA b7C / deb Date dictated 4/11/72

SU 164-26

P. 2

12. One (1) large cardboard box, containing various items of clothing, a pistol, holster, and a black glove.
13. Also located in the cardboard box was United States currency, almost all in bank straps and some loose currency, totaling \$499,970.00.
14. Also located in the cardboard box was a military pineapple-type grenade, green and yellow in color, with pin and spoon removed.

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/11/72

The following corrected amended return on search warrant was filed with the U. S. Magistrate A. M. FERRO at Salt Lake City, Utah, on April 11, 1972:

"FBI Agents seized the following items under the authority of a Search Warrant signed on April 9, 1972, by U. S. Magistrate A. M. Ferro at Salt Lake City, Utah. These items were seized from the premises of Richard Floyd McCoy, Jr., at 360 South 200 East Street, Provo, Utah.

- "1 Men's brown striped sports coat, with Alexandre label.
- "1 Men's Rolex Osterdate watch, silver in color, with inscription R. F. McCoy, Raleigh, North Carolina.
- "1 Electric Smith-Corona typewriter, in case, with Serial Number 6SE217681, Model Number MIL-I-16910.
- "1 Electric Smith-Corona typewriter, in case, with Serial Number 6LEV121748, Model Electra 120 Number MIL-I-16910.
- "1 Green military type flight suit, with 2 aerial flare cartridges in pocket.
- "1 Military flight suit, green in color, Type Number CWU 1/P.
- "1 Black parachute harness, manufactured by Security Parachute Company, Inc., San Leandro, California
- "1 Parachute, blue and white, some red trim.
- "1 Military canvas green bag, manufactured by Eastern Canvass Products, Inc., 11/1963, Number 8460-606-8366.

Interviewed on 4/11/72 at Salt Lake City, Utah File # Salt Lake City 164-36
by SA [redacted] b7C ksa Date dictated 4/11/72

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SU 164-26

P. 2

"1 Black helmet, crash type, with white strap snap-on back.

"1 Military green helmet, jump type.

"1 Large cardboard box containing various items of clothing, a pistol, holster, and a black glove.

"Also located in the cardboard box was United States currency, almost all in bank straps and some loose currency, totaling \$499,970.00.

"Also located in the cardboard box was a military pineapple-type grenade, green and yellow in color, with pin and spoon removed."

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/13/72

A plastic sack containing approximately 40 pounds of currency in various denominations was turned over to the reporting Agent by Special Agent in Charge RUSSELL P. CALAME.

Present at this time was Special Agent [redacted]
[redacted] This money was taken to the Agents' room and Special Agents [redacted] and [redacted] were called in to assist in the fine counting of the currency bundles. b7C

In the process of removing the currency from the plastic bag, a hand grenade was discovered at the bottom of the bag. Also located at the bottom of the bag was a clip containing .45 caliber cartridges.

Special Agent in Charge CALAME took immediate possession of the hand grenade and cartridges, and placed these items in the gun vault.

The first rough count indicated approximately \$501,000 in currency. This estimate was based on the number of whole complete bundles, and an estimate of the number of loose currency bundle straps. These currency bundle straps were in a highly mutilated condition and no attempt was made at this time to piece these straps together in order to preserve the straps for possible fingerprint identification.

The first fine count of the currency indicated the following:

Interviewed on 4/9/72 at Salt Lake City, Utah File # SU 164-36
by SA [redacted] lbp b7C Date dictated 4/13/72

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<u>Denomination</u>	<u>No. of Bundles</u>	<u>No. of Bills Per Bundle</u>	<u>Dollar Value Per Bundle</u>	<u>Total Dollar Value</u>
\$ 50.00 Bills	10	100	\$5,000.00	\$ 50,000.00
\$100.00 Bills	40	50	5,000.00	200,000.00
\$ 20.00 Bills	99	100	2,000.00	198,000.00
\$ 20.00 Bills	1	99	1,980.00	1,980.00
\$ 10.00 Bills	49	100	1,000.00	49,000.00
\$ 10.00 Bills	<u>1</u>	99	990.00	<u>990.00</u>
TOTAL	<u>150</u>			<u>\$499,970.00</u>

Subsequent to the first fine count, a second fine count was made and indicated the same total dollar value as the first fine count. After the second fine count, the currency was placed in the safe of the Special Agent in Charge.

FEDERAL BUREAU OF INVESTIGATION

P. 1Date of transcription 4/13/72

A quantity of currency previously placed in the safe of the Special Agent in Charge of the office of the Federal Bureau of Investigation, 125 South State Street, Salt Lake City, Utah, by Special Agent [redacted] was obtained and counted. All bundles were counted to determine number of bills and also a determination was made as to number of bundles. The results of this count are shown below: b7C

<u>Denomination</u>	<u>No. of Bundles</u>	<u>No. of Bills Per Bundle</u>	<u>Dollar Value Per Bundle</u>	<u>Total Dollar Value</u>
\$ 50.00 Bills	10	100	\$5,000.00	\$ 50,000.00
\$100.00 Bills	40	50	5,000.00	200,000.00
\$ 20.00 Bills	99	100	2,000.00	198,000.00
\$ 20.00 Bills	1	99	1,980.00	1,980.00
\$ 10.00 Bills	49	100	1,000.00	49,000.00
\$ 10.00 Bills	<u>1</u>	99	990.00	<u>990.00</u>
TOTAL	<u>150</u>			<u>\$499,970.00</u>

Following the count of the currency, the currency was placed in the safe of the Special Agent in Charge in the presence of Special Agent [redacted] and the safe was locked. b7C

Assisting in the above fine counting was Special

[redacted] b7C

Interviewed on 4/10/72 at Salt Lake City, Utah File # SU 164-36
 by SA [redacted] JLT:lbp Date dictated 4/13/72

SU 164-06

SEARCH OF 1969 VOLKSWAGEN,
1972 NORTH CAROLINA LICENSE L5007

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

1

A 1969 Volkswagen, motor number 119177108, bearing 1972 North Carolina license L5007, was the subject of a search behind the residence at 360 South 2nd East, Provo, Utah. This search was based on a search warrant issued by the United States District Court, A. M. FERRO, Magistrate, April 9, 1972, at Salt Lake City, Utah. The search commenced at 2:15 p.m. and continued until 4:00 p.m. During the period of the search the following things were noted:

The vehicle was a dark green Volkswagen with a sun roof. The mileage at the time of the inspection was 61861. It was noted the vehicle had a Duro-glass lined rear window, and it bore four 155 X 15 X A's Michelin radial tires. The rear window bore a Brigham Young University (BYU) Security Office parking permit number P2320, issued March 23, 1972. It also bore BYU parking permit B14244 which was due to expire May 31, 1972.

It was noted in inspection of the interior of the vehicle a portion of the Salt Lake City, Utah, Tribune newspaper, dated April 8, 1972, was located on a tray directly under the glove box. This newspaper was opened to page two and had been folded to reveal the story of a hijacked airplane from Denver, Colorado, in which the hijacker was believed to have jumped in the Provo, Utah, area, with \$500,000. This item was retained.

There was also a note in the tray under the glove box indicating RICHARD FLOYD McCOY, JR., has a bank account with the Provo, Utah, Branch of Walker Bank, account number 1243-0018-4117-6670.

b7C Also located was an invoice from the BYU Health Center, dated March 21, 1972, indicating McCOY, student number 068365, had been admitted to the Health Center at 5:10 p.m., on March 21, 1972; and he had been checked by [redacted] who X-rayed McCOY's right ankle.

A notation was found in the vehicle that McCOY had attended the Army Helicopter School at Fort Rucker, Alabama, date not shown.

On 4/9/72 at Provo, Utah File # SU 164-36
by SA [redacted] :dls Date dictated 4/11/72

SU 164-36

2

A white piece of paper with the note "[redacted]
[redacted]". A second note was found indicating
[redacted] Papers were located in the vehicle b7C
which indicated the Volkswagen was registered to RICHARD
FLOYD McCOY, JR., address given as [redacted] Raleigh,
North Carolina. Also there was a portion of a claim check
dated February 18, 1972, from Pascoe Clothiers and Tailors,
city not shown. This claim check was for a jacket and showed
the name McCOY.

Located and removed from behind the driver's seat
on the floor was a cloth bag containing a flight helmet.
This item was identified and removed from the vehicle.

Soil samples were also obtained from the floor of
the vehicle on the driver's side, from the door jam of the
vehicle on the driver's side and from the underside of the
fender on the front left portion of the vehicle.

There was nothing further of evidentiary value
found in the Volkswagen.

SU 164-36

INTERVIEW OF

[REDACTED]

b7C

[REDACTED]

FEDERAL BUREAU OF INVESTIGATION

1

Date 4/10/72

[redacted] was interviewed at the residence of [redacted]. She was advised that she was being interviewed concerning her knowledge of a hijacking of a United Airlines passenger plane en route from Denver, Colorado, to Los Angeles, California, on April 7, 1972. She advised she was aware [redacted] RICHARD F. MC COY, JR., had been arrested after being charged with hijacking. [redacted] was advised that she was not being interviewed as a suspect in the hijacking, however, if at any time she wished to terminate the interview, she could do so if she desired.

b7C

She advised that RICHARD F. MC COY, JR. is married [redacted] and [redacted] residence located at 360 South 200 East, Provo, Utah, [redacted]

b7C

[redacted] advised she was not surprised when RICHARD MC COY was arrested for the hijacking because he had discussed with her on previous occasions his possible participation in a hijacking. She stated that after the hijacking committed by an individual using the name [redacted] which occurred in the fall of 1971, in the Western part of the United States, RICHARD MC COY had discussed this matter at length in her presence and had analysed that hijacking, commenting that if he had committed that hijacking, he would never have been caught because the FBI was not prepared for that case and that since that time the airlines have utilized "beepers" on the parachutes and have taken other steps to discourage hijackings.

b7C

For some time after the [redacted] hijacking, RICHARD MC COY discussed with her a hypothetical hijacking plan including improvements from the [redacted] hijacking; such as (1) he indicated he would ask for one-half million dollars, (2) he would utilize his own parachute instead to avoid the use of "beepers," (3) he would not be observed by the pilot or anyone in the cockpit, (4) he would not spend any of the hijack loot for many years because it would be "marked" with a substance that would be visible by use of an ultraviolet

b7C

On 4/9/72 at Provo, Utah File # SU 164-36
by SAs [redacted] and [redacted] JAS/nsb Date dictated 4/10/72

b7C

light, and (5) he would not spend any of the money for many years because he believed he could not be prosecuted after seven years after the crime had been committed.

b7C

[redacted] recalled that RICHARD had discussed in general terms a plan for hijacking a plane with a friend of his, [redacted] who works for the Utah Highway Patrol and works with RICHARD MC COY in a unit of the Utah National Guard in Salt Lake City, Utah. She stated she has been present when they have discussed the hypothetical hijacking, and it is her opinion that the conversations were a result of recent news items concerning hijackings, that they talked in general terms concerning this but did not appear to have been planning an actual hijacking.

b7C

[redacted] advised she does not recall specifically when and where these discussions were held, but she does recall the two having discussed a hypothetical hijacking in her presence.

b7C

[redacted] advised she recalls that about one month ago RICHARD while discussing hijackings advised that he had a "fool proof" hijacking plan and that if she would assist him in the plan he would pay her \$50,000. She stated that he advised her that her participation would consist of picking him up after he parachuted from the plane. [redacted] advised that she was uncertain as to how serious RICHARD was at this time but that she advised that she did not wish to participate in the plan. She stated that at this time he indicated he would hijack a plane from California and parachute from the plane somewhere in Nevada. She stated he did not elaborate on this plan and she did not inquire further into his plan because she did not consider at any time participating in such a venture. She had asked RICHARD what would happen if they got caught, and he stated he felt his plan was "fool proof" but that if he should be caught he would shoot himself rather than be taken into custody. This proposal made by RICHARD was in the presence of RICHARD's [redacted] who indicated that if he was serious she did not "want any part of such a scheme."

With respect to the parachuting activities of [redacted]
[redacted] was asked if she recalled specifically seeing any equipment in their home. She pointed out that about April 4, 1972, she recalled that RICHARD was in his room with the door shut and as she attempted to enter the room RICHARD appeared to be reluctant to let her in. When he finally consented to let her in, she observed that he had a black helicopter type helmet which he had just finished painting black. She recalled having seen this helmet before when it was green in color. RICHARD displayed the helmet to her and asked her what she thought of the color. She recalled that she had no opinion and nothing more was said concerning this matter.

b7C

[redacted] was asked if RICHARD had recently had a cast on one of his legs, and she indicated that he had about two to three weeks ago incurred a skiing injury which necessitated a cast being placed on one of his legs from the knee downward. She stated it was a walking cast which he wore for about two weeks, and on either Wednesday, April 5, or Thursday, April 6, she noticed that RICHARD had had the cast removed.

b7C

[redacted] was asked if she had knowledge that RICHARD had ever used a hairpiece or fake mustache, and she indicated that she believed he had a hairpiece about the color of his light brown hair that he rarely wore. She stated that he had worn a full brushy mustache until April 6, 1972, when she noticed that he had shaven the mustache off on that date.

b7C

With regard to [redacted] activities on Friday, April 7, 1972, [redacted]

[redacted]
[redacted]
She stated [redacted]
[redacted]
She stated [redacted]
[redacted] She stated
that [redacted] MC COY were [redacted]
[redacted] National Guard meeting because the

b7C

SU 164-36

u

previous evening he had advised her he had guard duty on Friday. She stated that [redacted] from work between 4:00 and 5:00 p.m. and [redacted]

[redacted] stated that [redacted]

b7C

She stated she did not wish to comment concerning the whereabouts of [redacted] during the evening of April 7, 1972.

[redacted] stated that some time during the evening she heard a news broadcast that a plane had been hijacked and the hijacker was possibly in the Utah area. Her immediate reaction was that RICHARD was involved since he was not home at the time and in view of his having discussed the possibility of participating in a hijacking.

b7C

[redacted] advised that about 11:20 p.m. she received a telephone call [redacted] from [redacted]. She stated [redacted] indicated concern that RICHARD might have been involved in the hijacking, and she also expressed similar concern. She advised [redacted] that RICHARD had not returned to his residence. She stated that about twenty minutes later [redacted] again telephoned her, and she again advised him that RICHARD had not yet returned.

b7C

[redacted] advised that about 12:15 a.m. on Saturday, April 8, 1972, RICHARD MC COY arrived at his residence alone. She stated he was dressed in a suit and had nothing with him except a cup containing a soft drink. She stated she immediately accused RICHARD of his involvement in the hijacking, and he denied he had been involved. [redacted] was asked [redacted] was home at the time, and she stated she did not wish to comment concerning her sister's activities during the night of April 7, 1972. She stated she retired for the night.

b7C

[redacted] advised that on Saturday, April 8, 1972, she became aware that RICHARD MC COY was considered a suspect in the hijacking in that Agents of the FBI had appeared at the MC COY residence making inquiries concerning RICHARD.

b7C

[redacted] advised that she was aware that RICHARD had been interviewed in Salt Lake City by FBI Agents at the FBI Office. She stated she traveled with [redacted] to Salt Lake City to pick RICHARD up at the FBI Office. During the afternoon of April 8, 1972, after RICHARD left the FBI Office in the Federal Building, he returned to Provo accompanied by [redacted]

b7C

[redacted] stated that immediately upon departing from the Federal Building in Salt Lake City, RICHARD severely reprimanded her for having commented to [redacted] that she suspected that he was involved in the hijacking since he had not returned home the night of the incident. He stated "that loud mouthed [redacted] had notified the FBI" that he suspected he was involved. Upon leaving the Federal Building, prior to returning to Provo, they drove to the National Guard Armory adjacent to the Salt Lake City Airport and RICHARD inquired as to the whereabouts of [redacted]. Upon learning that [redacted] was aboard a helicopter, RICHARD by radio within her hearing told [redacted] "thanks a lot loud mouth," to which [redacted] answered "I don't know what you're talking about." RICHARD then stated "you know what I mean, loud mouth," and [redacted] erred "negative." [redacted] stated that RICHARD later learned that [redacted] was piloting a plane accompanied by U. S. Senator FRANK MOSS.

b7C

Upon returning to the MC COY residence at Provo, [redacted] questioned RICHARD concerning his involvement in the hijacking and RICHARD admitted to her that he alone committed the hijacking. He stated to her in the presence of [redacted] that if [redacted] kept "her mouth shut" she would be set, but that "if you say anything to anyone, I will shoot you." She stated that he did not elaborate concerning the hijacking, except he mentioned that he had parachuted out of the plane with a parachute with a "beeper." She stated that he also said that if he could burn the money that he had received from the hijacking, he would do so because he was now so concerned. She stated RICHARD did not indicate where he landed after he parachuted from the plane, and he did not tell her where the money was located.

b7C

SU 164-36

6

b7C

[REDACTED] was asked if RICHARD had a handgun of any type and she stated that he did have a black handgun. From her description of a square type barrel rather than a round or pipe type barrel and by diagrams she described the handgun as an automatic type.

When asked why RICHARD might have been involved in the hijacking, if in fact he was involved, she stated that she feels that one reason he might have considered the hijacking was because of the challenge of it, and he was the type of person that wanted to excel in things and would ask for an amount more than anyone had ever asked for. She stated he and his wife have been having marital problems and these problems have involved financial problems.

SU 164-36

JAS:msb

1

The following background data and description were obtained from [redacted] when interviewed on April 9, 1972, by SAs [redacted] and [redacted]

Name	[redacted]
Race	White
Sex	Female
Nationality	American
Date of Birth	[redacted]
Place of Birth	Wilkesburg, Pennsylvania
Residence	[redacted]

Utah [redacted]

Social Security
Account Number
Parents

[redacted]
Father - Deceased;
Mother - [redacted]

[redacted] Canton,

Ohio

Employment

Waitress, Village Inn
Restaurant, Provo, Utah

Education

High school graduate

Photographs of [redacted] were taken by SA [redacted]

[redacted]

On April 8, 1972, [redacted] Provo Credit Bureau, advised her files reflect that RICHARD L. MC COY, JR., [redacted] resides [redacted] Provo, Utah. His wife [redacted] is employed at the Division of Family Services, Provo, Utah, and an inquiry was made by [redacted] at the Walker Bank, Provo, (bank card department) on April 30, 1972. No other items appear in the MC COY file.

b7C

SU 164 1

IDENTIFICATION OF SUBJECT

BY

b7C

SU 164-36

By communication dated April 8, 1972, the San Francisco Office of the FBI advised that [redacted] furnished the following information voluntarily after having been advised of the personal and official identity of the interviewing Special Agent, as well as after having been advised of his constitutional rights: b7C

[redacted] advised that during 1970, he was serving time for escape at the Deuel Vocational Institute, Tracy, California. On October 6, 1971, he walked away from the above facility. He stated that on April 7, 1972, he was in the process of being extradicted from Denver, Colorado, back to Los Angeles, California, where he was to be reassigned to a correctional facility in California. b7C

[redacted] said that at approximately 2:30 PM, April 7, 1972, he, in the custody of [redacted] Correctional Officer, Department of Corrections, State of California, boarded a United Air Lines flight in Denver, Colorado, enroute to Los Angeles. He said he and [redacted] were seated in Row 19 in the tourist section of the airplane on the left hand side. He advised he and [redacted] and a wheelchair passenger boarded the aircraft before any of the other passengers, and that after all the other passengers had boarded the plane, a stewardess, over the public address system, asked if anyone had lost a manila envelope, at which time a male passenger who was located in the rest room stepped out of the rest room momentarily and advised the stewardess the envelope belonged to him. At that time, the envelope was handed to this individual and he returned to the rest room. b7C

As the plane was getting ready to leave the airport, one of the stewardesses went back to the rest room to ask the above-mentioned individual to come out of the rest room and return to his seat. It appeared the passenger was reluctant to leave the rest room. At that time, a male employee on the airplane came back to the rest room and was successful in getting the above individual to leave the rest room and take his seat, which was in Row 20 on the right side of the plane next to the window. A short time later, the plane became airborne. At that time, [redacted] observed the previously mentioned individual b7C

SU 164-36

b7C acting nervously and appearing to be playing with his coat as if he might have a gun underneath it. He said he alerted [redacted] to this individual's activities.

b7C A short time later, according to [redacted] a gray haired man with a mustache, believed to be an airlines employee, came back to the area where this individual, who was subsequently known to be the hijacker, was seated. He engaged the hijacker in conversation, at which time the hijacker motioned with his finger for the gray haired man to return to the front of the plane. A short time later, a male voice announced over the public address system that due to mechanical difficulties with the hydraulic system, the plane would be landing in Grand Junction, Colorado.

b7C [redacted] said he continued to observe the hijacker who would periodically ring the service bell, at which times different stewardesses would come back to the hijacker and be furnished notes by him. He estimated this occurred eight or ten times. Eventually the pilot announced that the plane would not be going to Los Angeles as scheduled but would be going to San Francisco.

b7C [redacted] stated that a short distance out of San Francisco, the pilot announced that the plane would not be going to the normal unloading area as all areas were being utilized. He stated that the plane, after landing, was parked in a position away from the airline terminal. A short time later, a stewardess came back to the area where he and [redacted] were seated and requested that [redacted], as well as the other passenger seated in Row 19, move to the front of the plane. She also made this request of a woman and young child seated directly behind [redacted].

b7C Throughout this activity, [redacted] observed the hijacker seated across from him holding a hand grenade with the pin removed. After the people around him had been moved to the front of the plane, the hijacker took a seat directly behind [redacted] in Row 20. A short time later, he handed over the back of the seat a note which said "Go up and see the captain". [redacted] said he went up to the front of the plane, at which time the captain advised him he was the one who would get the money. b7C

SU 164-36

He said he was also given a baggage claim receipt, number 612333, and that the hijacker requested that a large blue piece of luggage be brought back onto the plane.

b7C At that point, [] and an airlines employee left the plane, retrieved two briefcases, one black and one tan, and a couple of other items believed to be parachutes. They boarded the plane and took the above items to the rest room in the rear of the plane. He and the airlines employee then returned back outside the plane, retrieved the large blue piece of luggage, which was approximately three and one-half feet by three feet, as well as a couple of other pieces of equipment believed to be additional parachutes, and also took these items to the rear of the plane. They then returned to the captain's cabin. A few moments later, he and all the other passengers were allowed to leave the aircraft.

b7C [] said he did not know the hijacker and does not recall ever having seen him before. He did not notice any other individuals whom he believed to be involved in the hijacking.

b7C He described the hijacker as a white male, 34 to 35 years, five feet eight inches to five feet nine inches, 165 to 170 pounds, medium build, wearing a dark wig which came to the eyebrow level and also combed back around over his ears. He was wearing mirror-type sunglasses, dark pants and a dark colored jacket. He was also wearing a fake mustache, had sideburns down to the middle of his face curving toward the mouth about one inch and was squared off. [] believed this individual's hair to be dark brown; stated he was wearing gloves, golf type, black in color, which were open on top with a snap.

SU 164.26

RECOVERY OF PARACHUTE,
SERIAL NUMBER 67171

FEDERAL BUREAU OF INVESTIGATION

Date 4/9/72

b7C

[redacted] Deputy Sheriff, Utah County Sheriff's Office, Provo, Utah, advised as follows:

b7C

[redacted] is holding as evidence at the Utah County Jail, Provo, a 24-inch Reserve parachute bearing the date of April 7, 1972, and the name of Stevens Para-Loft, School of Sport Parachuting, Building 727, Oakland Municipal Airport. The rigger was listed as [redacted], under whose name appears the number 1510961. The "T. O. Record" was shown to be [redacted]. The manufacturer was listed as Pioneer, Serial Number 171. The type of parachute was shown to be 24-foot chest, from the School of Sport Parachuting, Oakland Municipal Airport, Box 2553, Oakland, California. May, 1967, was shown as the date of manufacture of the parachute. The parachute, which is in a packed condition, is approximately 8 inches by 16 inches by 6 inches in size and the cover is olive green in color.

b7C

The chute was found by [redacted] age [redacted] [redacted] Springville, Utah, at about 2:45 P.M., April 9, 1972. At the time he found it, he was in the company of his parents, [redacted] had stopped his car to repair a flat tire. [redacted] found the parachute under a steel culvert at 4th South about one mile west of the 4th South railroad overpass. It was found on the south side of the road at the location where the culvert enters a farm on which a new barn has been constructed. Deputy Sheriff [redacted] obtained the parachute from [redacted] and his parents at the above-mentioned [redacted] residence during the afternoon of April 9, 1972.

b7C

A brief further search of the area by Deputy [redacted] did not reveal any additional items.

On 4/9/72 at Provo, Utah File # SU 164-36

b7C

by SA [redacted] /lbp Date dictated 4/9/72

FEDERAL BUREAU OF INVESTIGATION

P. 1Date of transcription 4/10/72

[redacted] Utah County Sheriff's Office.
Provo, Utah, furnished to Special Agent [redacted]
a parachute which is being held as evidence.

b7C

The parachute cover is drab olive green in color, and bears the following stamp:

"PARACHUTE 24 FT. CHEST RESERVE
PART NO. 4817156-2
MFG BY IRVING AIR CHUTE CO., INC.
CONTRACT NO. F41608-67-C-2780"

On the other side of the parachute appears the following stamp:

"PACK PART NO. 56J6092
DATE OF MFR. MAY 1967
MFD BY IRVING AIR CHUTE CO., INC.
CONTRACT NO. F41-303-67-2786"

Noted on the bottom of the parachute was serial number 67-171.

Inside a pocket in the parachute was a record log of the School of Sport Parachuting, Oakland Municipal Airport, Box 2553, Oakland, California, which shows the owner of the parachute as Stevens Para-Loft. The manufacturer was listed as "Pioneer," and bore serial number 171, and type as twenty-four inch chest. The record log showed the date of April 7, 1972; the place as Stevens Para-Loft; the inspector as [redacted]; and the rigger as number 1510961; and T.O. record as [redacted];

b7C

Interviewed on 4/10/72 at Springville, Utah File # Salt Lake City 164-36
by SA [redacted] / ksa Date dictated 4/10/72

b7C

SU 164 36

WITNESSES DEVELOPED AT
HI-SPOT DRIVE-IN,
SPRINGVILLE, UTAH

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/11/72

[redacted]
[redacted] Springville High School, was interviewed at her residence, b7C
[redacted] phone [redacted].

She advised that on Friday evening, April 7, 1972, she was working the window as a waitress at the Hi-Spot Drive-in on the northwest corner of 400 South Street and Main in Springville. She advised that at approximately midnight, an individual came to her window and asked for a large size chocolate malt, which she made for him and charged him 50 cents. She stated the individual remarked how inexpensive the malt was, and otherwise appeared to be very nice and friendly. She said the malt was served in one of the large size Hi-Spot Drive-in paper cups.

She stated the individual was dressed casually. Shortly after serving him, she noticed [redacted] and [redacted] standing on the outside of the drive-in talking. A few minutes later, [redacted] remarked to her that the individual to whom she had just served the chocolate malt had paid [redacted] \$5.00 to drive him to Provo, Utah. b7C

[redacted] also stated that during this period of time, [redacted] was outside of the drive-in with some friends. [redacted] also observed photographs on the front page of the Monday, April 10, 1972, Deseret News newspaper, of RICHARD FLOYD MC COY, and stated that that individual was definitely the same person to whom she had sold the chocolate malt. She was also exhibited a polaroid photograph of an individual standing by a cinder block wall wearing Army fatigues bearing the name MC COY, and she also positively identified this man as the individual to whom she had served the chocolate malt. b7C

Interviewed on 4/10/72 at Springville, Utah File # SU 164-36
by SA [redacted] lbp b7C Date dictated 4/11/72

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/11/72

[redacted] at
Springville High School, was interviewed at his residence,
[redacted] phone [redacted]

b7C

He advised that on Friday night, April 7, 1972, he arrived at the Hi-Spot Drive-in on the northwest corner of 400 South Street and Main in Springville approximately 11:30 PM that evening. He said that he had been conversing with the girls working inside, [redacted] and [redacted] and further had talked to another friend at the back door of the drive-in. He stated that while he was standing at the back door of the drive-in (west side of the building), he observed an individual walking east on the north side of 400 South Street into the parking lot of Allen's Market, which market shares a common parking lot with the drive-in.

b7C

[redacted] stated that a few minutes later when he walked around to the front of the drive-in, he observed this same individual standing there consuming a drink from the drive-in. He stated a few minutes later that [redacted] drove into the drive-in, got out of his car, and engaged him in conversation. While he was talking to [redacted] [redacted] stated that this individual walked up to them and asked [redacted] if the car parked there was his, and if so, if he would drive him to Provo, Utah, for \$5.00. [redacted] stated that this individual seemed quite anxious to go, and when [redacted] agreed, the individual walked right over to the car and got in. [redacted] recalled that the individual had told [redacted] that he lived near the corner where Allen's Market was in Provo. [redacted] stated that when he first observed the individual while he was standing at the back door of the drive-in, it was approximately ten to fifteen minutes before [redacted] appeared.

b7C

[redacted] stated that the individual was wearing a dark green plaid sport coat with a different colored green stripe running through it. He stated that the green color was correct, to the best of his recollection. In addition, he stated the party was wearing a shirt and tie, color unrecalled.

b7C

Interviewed on 4/10/72 at Springville, Utah File # SU 164-36

by SA [redacted] b7C
12p Date dictated 4/11/72

SU 164-36

P. 2

[] stated that his attention was drawn to the individual's shoes, which he described as being black shoes, ankle high, with very thick heavy soles. He advised that the shoes were quite odd looking and not the normal type of street Oxford.

[] stated that he had observed photographs of RICHARD FLOYD MC COY on the front page of the Monday morning, April 10, 1972, Salt Lake Tribune, in connection with an airline hijacking, and he had immediately thought that the individual depicted in these photographs as MC COY was the same individual he had encountered at the Hi-Spot Drive-in. In addition, [] was exhibited a polaroid photograph of an individual standing against a cinder block wall wearing an Army fatigue uniform bearing the name MC COY, and he stated that that also was the same individual seen at the drive-in.

b7C

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/11/72

[redacted] Springville, Utah, phone [redacted] at Springville High School, advised that on Friday night, April 7, 1972, he was on a date with [redacted] of Springville and that he dropped her off at her residence shortly past midnight. He stated that he drove south on Main Street to the Hi-Spot Drive-in, which is on the northwest corner of 400 South and Main Street. As he drove to the drive-in, he passed a jewelry store window approximately one block north of the drive-in where he looked at a clock in the window which gave the time as 12:15 AM.

b7C

[redacted] advised that he pulled into the drive-in and parked his vehicle on the north side of the drive-in which shares a common parking lot with Allen's Market. After getting out of his vehicle, he met a school friend, [redacted] who was seated at the picnic tables on the north side of the drive-in. [redacted] stated that he conversed with [redacted] for a very short period of time and then stepped to the center window of the drive-in (on the east side of the building), however, he did not purchase a coke as the girl on duty did not see him standing there. He turned around to talk to [redacted] again when an individual came up from behind and pointed to his car, asking him if the car was his. [redacted] stated that he replied in the affirmative, at which time this individual asked if [redacted] would take him to Provo. [redacted] stated that he hedged for a moment as he did not particularly want to, however, this individual then mentioned that he would pay him \$5.00 to take him. [redacted] stated that he then agreed to take the individual and they both got in his car and [redacted] asked him where in Provo, wherein the individual replied "On this side of Provo".

b7C

[redacted] stated that the individual was drinking an unknown type of drink in a tall "25 to 35 cent size" Hi-Spot paper cup which he took with him in the vehicle. [redacted] noted that the individual had a bill wrapped around the cup in his hand which [redacted] believed was either a \$10 bill or possibly bigger. He stated that he then asked the individual why he needed a ride at this time of night, to which the

b7C

Interviewed on 4/10/72 at Springville, Utah File # SU 164-36

by SA [redacted] ^{b7C}
Date dictated 4/11/72

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P. 2

individual replied that he had been stranded there by some friends and continued by mentioning how inconsiderate some people could be.

b7C

[] stated that as they drove north on the old highway between Springville and Provo, he observed some flares being dropped in the sky over the Utah Lake area west of them, and [] stated that he mentioned to his passenger that he wondered what the flares were for. The passenger replied that he was familiar with these types of flares as he had used them in Vietnam, and, according to [] the passenger then explained to him how these type of flares were dropped from aircraft utilizing small parachutes.

b7C

[] stated that they drove for a few more minutes in silence, and that when they neared 300 South Street in Provo, that his passenger told him to turn west on 300 South, and then told him to turn left again at a street, which number [] could not recall. [] could recall, however, that he pulled over to the curb at the third house south on 300 South on the west side of the street and let his passenger out, at which time the passenger thanked him and put a \$5 bill on the dashboard of his vehicle and told him that that would handle his gas and time. [] stated he cannot recall whether or not a car was parked in front of the residence, whether there was a post lamp in front of the residence, or even if the passenger, in fact, went into the house, as he drove away as soon as the individual got out of the vehicle, and he, [] never looked back.

b7C

[] stated that he recognized all of the photographs of RICHARD FLOYD MC COY on Monday, April 10, 1972, specifically the photographs on the front pages of the Monday morning Salt Lake Tribune and the Monday evening Provo Daily Herald. He stated that the individual depicted as MC COY in these photographs was positively the same individual that he drove from the Hi-Spot Drive-in in Springville to the residence south of 300 South Street in Provo. In addition, [] was exhibited a polaroid photograph of an individual dressed in a military fatigue-type uniform bearing the name MC COY on the

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P. 3

right side of his chest, which individual was standing against a cinder block wall, and [] stated that this individual also was the same person to whom he had given the ride.

b7C

[] advised that this individual was dressed in dark pants and wearing what appeared to be older dirty shoes and a dark coat, color unrecalled. He stated that the individual's hair had been neat and that he had no mustache or glasses.

b7C

[] advised that on Monday morning, April 10, 1972, he was approached by [] at school, wherein the two discussed that the individual they had met at the Hi-Spot Drive-in Friday night, to whom [] gave the ride, appeared to be identical with the photographs of the airline hijacker they had seen in the newspapers that morning.

b7C

[] was driven up to 300 South Street in Provo from Springville, at which point he gave directions to turn west on 300 South, and then stated that the street he had turned left on was either 500, 400, 300 or 200 East, he was not sure. He was driven down each one of these streets wherein he observed the third house south on the west side of each street, and stated that the house where he took his passenger was either the one on 400 East or 200 East. The residence at 360 South 200 East was pointed out specifically to [] and he stated that to the best of his recollection, it was the residence where he had let out his passenger.

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/11/72

b7C

[redacted] Brigham Young University student, was interviewed at his residence, [redacted] Springville, phone [redacted] b7C

b7C

He advised that on Friday night, April 7, 1972, at approximately midnight or shortly thereafter, that he stopped at the Hi-Spot Drive-in on the northwest corner of 400 South Street and Main in Springville, where [redacted] was working, and he stood in front of the drive-in for a few minutes talking to three or four other individuals, names not recalled. He could not recall if [redacted] or [redacted] were at the drive-in at that time.

b7C

He advised that a white male, approximately 30 years, was standing at the window of the drive-in placing an order when the individual turned around and remarked to [redacted] and his group something about had they heard anything about a hijacker. [redacted] stated the individual then stated that some guy had just jumped out of an airplane by the lake with a half million dollars. [redacted] advised that he and his friends laughed, and the individual then stated, "I'm serious". [redacted] advised that the individual then turned back to the window, picked up his order, and walked away.

b7C

[redacted] advised that he is approximately five feet ten inches tall and that this individual was shorter than he is, but could not further identify his clothing.

[redacted] was exhibited a polaroid photograph of an individual standing by a cinder block wall wearing Army fatigues bearing the name MC COY, and he stated he was not positive that the individual depicted in the photograph was the same one who spoke to them at the drive-in, but he was quite certain.

Interviewed on 4/10/72 at Springville, Utah File # SU 164-36

by SA [redacted] /lbp Date dictated 4/11/72

SU 164-36

NEIGHBORHOOD INVESTIGATION

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/12/72

[redacted] Provo, Utah,
advised as follows:

RICHARD MC COY [redacted] have been renting the main floor of 360 South 200 East [redacted] for the past two years. MC COY is a pilot of a helicopter in the Air National Guard and attends Brigham Young University. [redacted] b7C

[redacted] They do not have many friends, but are active in the Church of Jesus Christ of Latter-day Saints (LDS) and are in the same ward with the [redacted]. They pay their bills, but do not appear to have a great deal of money. [redacted] works during the day.

MC COY has been on crutches for several days, and within the past two to three days had been observed with his right foot in a cast.

The MC COYs own two cars, a gray sedan and a green Volkswagen. [redacted] came home after 12:00 midnight on April 7, 1972, and noticed the light was on in the kitchen window at the MC COYs. He noticed the sedan was in front of the residence at that time, but did not recall seeing the Volkswagen. b7C

[redacted] There are two apartments below the MC COY's. The [redacted] are in the process of moving and have not been there for a couple of days.

The other apartment is occupied by a bachelor by the name of [redacted] had not been observed Friday or Saturday, April 7th or 8th, 1972. b7C

The people living on the other side of the MC COYs are the [redacted] who have been gone for over a week on vacation.

Interviewed on 4/8/72 at Provo, Utah File # SU 164-36
by SA [redacted] b7C
SA [redacted] LGT:1bp Date dictated 4/11/72

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/12/72

[redacted] Provo, Utah,
advised that she and her husband rent an apartment at 360
South 200 East, next door to the RICHARD MC COYS. [redacted]
said she did not recall seeing a green Volkswagen belonging
to the MC COYS behind their residence where they usually park b7C
it when she looked out the window at about 11:00 P.M. on
April 7, 1972, or at 7:00 A.M. the next morning.

Interviewed on 4/8/72 at Provo, Utah File # SU 164-36
by SA [redacted] b7C
SA [redacted] LGT:1bp Date dictated 4/11/72

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FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

1

[redacted]
[redacted] was interviewed, at which time he advised he has been a residence of this address for [redacted]. He advised he knows the RICHARD FLOYD McCOY family who reside on the main floor at this address. He stated that they had been neighbors approximately two to three years.

b7C

[redacted] described McCOY as a good neighbor, friendly, but an individual with whom he has had limited contact. He advised McCOY parks his automobiles directly behind the residence at 360 South 2nd East. [redacted] described McCOY as being a helicopter pilot, but could not comment concerning McCOY's competency as a pilot. He advised McCOY had also been involved in skydiving, although [redacted] has had no contact with McCOY during any of McCOY's said activities. [redacted] stated McCOY is also a part time vacuum cleaner salesman and repairman, although he was unable to provide information concerning McCOY's affiliation with any vacuum cleaner company. He stated McCOY's wife had taught school at Provo High School in Provo, Utah.

b7C

[redacted] stated that he knew nothing of the hijacking except what he has heard on the news, but he could not in any way think of McCOY as a suspect in this matter. He stated that he was unaware of McCOY's activities on Friday, April 7, 1972, as he does not recall seeing McCOY on that day. He is certain that somebody was home at the McCOY residence as he could hear the television on the main floor, which he can hear each night. [redacted] stated he customarily retires for the night about 10:00 p.m.; and he heard nothing on Friday night which would have awakened him, or called his attention to the fact there were any abnormal activities either in the McCOY residence above or around the home.

b7C

He advised that neither the husband or wife set any pattern of activity; however, the wife drives the Plymouth automobile and McCOY generally drives the Volkswagen. He advised that McCOY uses the Volkswagen in his business activities. [redacted] advised he did not know if either of the cars was home on Friday evening.

b7C

On 4/9/72 at Provo, Utah File # SU 164-36
by SAs [redacted] JWC:dls Date dictated 4/11/72

SU 164-36

2

b7C

[redacted] advised that the McCoy's have had a sister-in-law residing with them since about Christmas, 1971. He advised he has little contact with this individual and could furnish no information concerning her activities. He advised he has no contact with any of the McCoy friends or associates.

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

1

[redacted] advised he is the owner of the property located at [redacted] Provo, Utah, which is located next door and which property is joined by a common driveway. b7C

[redacted] advised that his tenant on the main floor has been RICHARD FLOYD McCOY, JR., and family. The McCOYs have resided there for approximately two years. He advised that the McCOYs, in addition to controlling the main floor also control the attic. He stated they have no out buildings but park their two cars, a green Volkswagen and a blue Plymouth Fury, on the cement drive at the rear of the house. [redacted] advised that the downstairs is divided into two apartment buildings. One is rented to [redacted] age approximately [redacted] who has resided alone in this apartment for approximately [redacted]. He advised the second apartment was vacated by [redacted] on Thursday, April 6, 1972, when the [redacted] moved to a residence at Wymount Terrace on the Brigham Young University (BYU) campus. He advised [redacted] is a BYU student. b7C

[redacted] expressed the opinion that McCOY and his family are high type individuals, well regarded in the neighborhood. [redacted] advised that the McCOYs are friendly with other tenants and neighbors, but to the best of his knowledge, have no close personal relationships. He advised that he could not believe that a contact with [redacted] would provide any assistance in the investigation of the hijacking matter as he did not feel that [redacted] McCOY had any close personal ties. b7C b7C

When questioned regarding McCOY's activities, [redacted] advised that McCOY keeps no fixed schedule and that he comes and goes at all hours of the day; consequently, [redacted] has no reason to observe any departure from McCOY's normal activities on Friday, April 7, 1972. [redacted] advised he did not know whether McCOY was at home, whether his automobiles were at home or of the activities of other members of the McCOY family. He stated he could furnish no information that would directly bear on the hijack matter. b7C

On 4/9/72 at Provo, Utah File # SU 164-36
by SAs [redacted] and JWC:dls Date dictated 4/11/72

SU 164-36

2

With the full consent and assistance of [REDACTED] the property controlled by [REDACTED] was searched by interviewing Agents. This search included out buildings and the [REDACTED] yard. Nothing was observed which would indicate that anyone had been digging in the area or had hidden anything that was put on the [REDACTED] property unknown to [REDACTED]

b7C

SU 164-36

INTERVIEW OF
BRIGHAM YOUNG UNIVERSITY,
REGARDING SUBJECT'S SKIING ACCIDENT

b7C

FEDERAL BUREAU OF INVESTIGATION

P. 1

Date of transcription 4/12/72

[redacted] of Physical Education, Brigham Young University (BYU), Provo, Utah, advised as follows:

b7C

On Tuesday, March 21, 1972, RICHARD FLOYD MC COY was participating in skiing with a ski class being taught by [redacted] at the Snowbird Ski Resort, Cottonwood Canyon, Salt Lake County, Utah. This was the last day of skiing for the class. While MC COY was skiing about ten yards away from [redacted] MC COY had a fall. The binding did not release on the toe portion, but the heel portion of the binding did release. It appeared to be a natural fall rather than a deliberate type of fall and MC COY seemed to experience a genuine pain from the injury which was sustained to his leg.

b7C

MC COY said for about during the first five minutes following the injury that he thought his leg was probably broken, but a few minutes later he indicated it was probably not broken; then again the pain seemed to increase and he still thought it might have been broken.

MC COY was taken to the Health Center at BYU by a female ski instructor, name unknown.

The next night, MC COY called [redacted] as [redacted] had instructed him to do, and reported on his condition. MC COY said an X-ray had been taken and his leg had not been broken but had been sprained. About three days later, MC COY came to [redacted] office and his leg was in a cast. MC COY said he was to keep his leg in a cast for about four days. [redacted] has not seen MC COY since that time.

b7C

MC COY seemed to always drive his own car, a Volkswagen, rather than going by bus with the class on their ski trips.

[redacted] is of the opinion that the above described injury was a genuine one because of the other people who observed MC COY fall and also because he was a long way from the bottom of the ski run.

b7C

Interviewed on 4/11/72 at Provo, Utah File # SU 164-36

by SA [redacted] /lbp Date dictated 4/12/72

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SU 164-36

CHECK OF RECORDS AT
BRIGHAM YOUNG UNIVERSITY

FEDERAL BUREAU OF INVESTIGATION

1

Date 4/9/72

[redacted] Brigham Young University Police Department, Provo, Utah, advised as follows:

b7C

RICHARD FLOYD MC COY, also known as Richard Floyd McCoy, Jr., 360 South 2nd East, Provo, home address Route 5, Box 378, Raleigh, North Carolina, is a third year student in Law Enforcement at Brigham Young University (BYU). He was born December 7, 1942, at Kinston, North Carolina. He has Student Number 068365. His wife is [redacted] his father is [redacted] whose employment is listed as custodian at North Carolina State University; his mother is [redacted] and a relative is [redacted] Route 1, Cove City, North Carolina. MC COY graduated from Needham Broughton High School, Raleigh, North Carolina, in June, 1961.

b7C

MC COY attended BYU from September, 1961, to February 21, 1962, when he withdrew to enter the armed forces; from February to May, 1965; took a correspondence class June 24, 1970. He registered at BYU in September, 1970, and withdrew September 25, 1970, because of financial difficulty. He attended from February to May, 1971; during the summer of 1971; and from September, 1971, until the present time. He has the following class schedule at BYU:

Devotional 402	Tuesday, 10:00 a.m.
Law Enforcement 301	Wednesday, 5:00 to 7:30 p.m.
Physics 110	Monday, Wednesday, Friday, 8:00 a.m.
Political Science 330	Monday, Wednesday, Friday, 2:00 p.m.
Sociology 383	Monday, 5:00 p.m.
Forum	Thursday, 10:00 a.m.
Physical Education 195	Tuesday, Thursday, 12:00 noon.

On 4/8/72 at Provo, Utah File # SU 164-36

by SA [redacted] / mhe:nsb Date dictated 4/9/72

b7C

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SU 16-36

2

Political Science 311	Tuesday, Thursday, 7:00 a.m.
Sociology 210	Tuesday, Thursday, 11:00 a.m.
Sociology 405	Monday, Wednesday, Friday, 10:00 a.m.

MC COY has taken courses in Air Science and Navigation at BYU.

He completed three classes at the University of Maryland during the school year of 1968-1969.

MC COY is taking a total of twenty and one-half semester hours at BYU, which is an unusually high number of hours. His scholastic grades for the fall semester of 1970 were between "A" and "B," which made him eligible to take the large number of hours during the current semester.

BYU was closed for Easter vacation on Thursday and Friday, April 6 and 7, 1972.

MC COY's address as of July, 1970, was listed as 7867 Van Croft Avenue, Apartment 15, Oakland, California.

MC COY was employed from January 2, 1961, to July 23, 1961, or possibly until a later date, at the A & P Food Stores, Raleigh, North Carolina. He has Social Security Number 237-66-2779. He served on a church mission in the Central Atlantic States of the United States.

SU 164-36

LJS:cj

1.

The following investigation was conducted by Special Agent [redacted] at Provo, Utah, on April 8, 1972:

b7C

[redacted] Brigham Young University (BYU) Police Department, Provo, Utah, advised RICHARD FLOYD MC COY, also known as RICHARD FLOYD MC COY, JR., was born December 7, 1942 at Kinston, North Carolina. His home address is Route 5 Box 378, Raleigh, North Carolina. He was a graduate of Needham Broughton High School, Raleigh, June of 1961.

b7C

MC COY is a third year student at BYU, majoring in law enforcement. His Provo, Utah, address is 360 South 200 East.

He attended BYU from September 1961 to February 21, 1962 when he withdrew; from February 1965 to May 1965, taking a correspondence class in June 24, 1970; registered in September of 1970 and withdrew September 25, 1970 because of financial difficulties. He attended from February 1971 to May 1971, during summer of 1971, and from September 1971 until the present time.

MC COY's wife is listed as [redacted]. His address in June of 1970 was 7867 Apartment 15, Van Croft Avenue, Oakland, California. His father was employed as a custodian at North Carolina State University.

b7C

MC COY also attended the University of Maryland taking three classes during school year of 1968-69.

MC COY is registered for 20½ semester hours at BYU at the present time. He has classes each day of the week and he has a Wednesday evening class in law enforcement from 5:00 to 7:30 PM. His Thursday schedule includes classes at 7:00 AM, 10:00 AM, and 12:00 Noon. His Friday classes are at 8:00 AM, 10:00 AM and 2:00 PM.

He has two cars, a 1966 blue Plymouth with North Carolina license SA 1333 and a 1969 green Volkswagen with North Carolina license SA 1334. MC COY has no arrest record at the BYU Police Department. His scholastic grades were below average during his early years at school but during the last semester were between A and B, qualifying him to take 20½ hours during the current semester.

SU 164-36

INTERVIEW OF



b7C

SU 164-36
CJS:deb
P. 1

b7C

The following investigation was conducted by
SA [REDACTED]

On April 8, 1972, [REDACTED] was located at his residence at [REDACTED] Utah, at which time he advised that he is employed by his father as a carpenter in building homes and that he is a member of the Utah National Guard and is an experienced skydiver, having jumped over a hundred times.

b7C

He advised that he is acquainted with RICHARD MC COY, who is a student at Brigham Young University and who is also a member of the Utah National Guard. He advised that MC COY is a pilot and can fly both helicopters and small planes and is an experienced skydiver.

He advised that MC COY has never discussed with him the hijacking of any airplanes, but he has been in groups; namely, the Alta Jump Club which meets at the airport in Sandy, Utah, in which they have jointly discussed the mistakes that individuals have made in trying to hijack previous planes.

He advised that he does not feel that MC COY would be a good suspect in this case in view of the fact that approximately three weeks ago, MC COY broke his ankle and has his right foot in a cast. He advised that the last time he talked with MC COY was the past Wednesday and that he went over on Thursday evening to MC COY's residence which is in Provo, Utah, and noticed that his car was in the driveway, but MC COY was not at home. He advised that he has had no contact with MC COY since that time and that MC COY has definitely never discussed with him the possibility of hijacking an airplane and attempting to get money out of the airlines.

The following physical description of [REDACTED] was obtained through observation and interview:

b7C

SU 164-36
CJS:de
P. 2

Race
Sex
Nationality
Date of Birth
Age
Height
Weight
Hair
Vehicle

Residence

White
Male
American

[REDACTED]

6' 6"

175

[REDACTED]

b7C

[REDACTED]

Utah.

FEDERAL BUREAU OF INVESTIGATION

Date April 11, 1972

1.

[redacted] Utah, telephone [redacted], was interviewed in the Salt Lake City Office of the FBI, at which time he observed the parachute obtained during a search of the home of RICHARD FLOYD MC COY, as well as the harness and container. He described the harness as a Security Cross Bow and Short Bow Harness and the parachute as a Commander Mark 2, manufactured in 1968. To his knowledge, only seven of these chutes were manufactured and only two are in the State of Utah. He stated both items described above are his property and were loaned by him to McCOY sometime after March 23, 1972. He explained he is very poor on dates but recalled he returned home on the 23rd of March, 1972, after visiting his girl friend in Boston, Massachusetts. b7C

Prior to [redacted] leaving on this trip, McCOY had asked to borrow his skis and he told McCOY he could use them; however, McCOY did not borrow them and when at his house McCOY advised [redacted] he had rented a pair of skis and had broken his ankle. He stated McCOY was wearing a cast and he wondered why he wanted the parachute but McCOY stated he and a friend were going to jump and he [redacted] assumed McCOY was going to pilot the plane which he is capable of doing. b7C

[redacted] stated the parachute was not packed when he gave it to McCOY and McCOY said he would have it packed at the BYU Jump Club. b7C

[redacted] said he has known McCOY approximately one year and has found him to be a very honest and religious person who did not drink or smoke. He said sometime prior to Christmas he accompanied McCOY on a trip when they obtained a ride on a military plane at Hill Air Force Base. They went to Charleston, South Carolina, and met McCOY's [redacted] who lives in Savannah, Georgia, area. They traveled in [redacted]'s car with his family and visited McCOY's parents who reside near Raleigh, North Carolina. b7C

On 4/11/72 at Salt Lake City, Utah File # SU 164-36
by SA [redacted] men [redacted] Date dictated 4/11/72 b7C

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SU 164-36
P. 2

b7C [] stated McCOY never discussed hijacking a plane with him; however, after giving this some thought he recalled that McCOY mentioned to him that in one of his Police Science classes a test-type form had been passed around, which related to the fact that if you have ever committed a crime or how much money it would take to cause you to commit a crime. McCOY asked him how much money it would take for him to commit a crime and after they got up in the millions he told McCOY he would not be interested in committing a crime at any price. He advised that McCOY did not say how much it would take to cause him to commit a crime.

b7C [] stated after giving this considerable thought he now believes, even though he and McCOY were good friends, that since he would not be interested in committing a crime at any cost this was probably the reason McCOY never discussed it with him.

b7C [] advised he does not consider McCOY to be a real experienced jumper and until the time that McCOY started using the chute described above he often got hurt since the equipment did not fit him. [] stated he has had one hundred and seventeen jumps and he is not even classified as an experienced jumper.

SU 164-36

SETTING OF GRAND JURY

SU 164 20

On April 12, 1972, Assistant United States Attorney JAMES F. HOUSLEY, Salt Lake City, Utah, advised that the facts of this case will be presented to a Federal Grand Jury at 10:00 AM on April 14, 1972, at Salt Lake City.

SU 164-35

MISCELLANEOUS

SU 164 36
JLT:dls:1bp
1

b7C

The following investigation was conducted by SA
[redacted] at Salt Lake City, Utah, on April 8, 1972:

[redacted] United Air Lines Security,
Chicago, Illinois, telephonically advised that the manifest
on the flight of United Air Lines (UAL) Flight 855, bears
the names [redacted] and [redacted] stated that
they have determined that [redacted] should be [redacted]
[redacted] is a known regular customer of UAL and resides in
Michigan. It was suggested by [redacted] that the hijacker
used the name [redacted] not [redacted] as previously
recorded.

b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription April 8, 1972

1

b7C [] Reservations Clerk, United Airlines (UAL) was interviewed and furnished the following information:

b7C [] stated that between 4:10 and 4:20 p.m. on April 7, 1972, she received a telephone call from a male whose voice sounded as though he were in his 20's. [] advised that this caller requested information pertaining to flights from Denver to Salt Lake City. [] advised that the caller was told there were two flights en route to Salt Lake City and stated that these flights would arrive at 5:30 p.m. on April 7, 1972, and 8:25 p.m. on April 7, 1972.

b7C [] then stated that the caller asked the following question, "Haven't you had a plane that was hijacked to/over Salt Lake City from Denver?" [] advised that she cannot recall whether the caller requested whether this craft was hijacked to Salt Lake City or over Salt Lake City.

b7C Inasmuch as she had received no information pertaining to a hijacking in progress, [] advised that she informed the caller that UAL had no hijacking in progress nor did any other carrier based in Denver have a hijacking in progress. [] stated at this time that the caller said, "Oh, yeah. Okay." [] advised that when this statement was made the tone of the caller's voice inferred sarcasm to her. [] advised that she did not receive any further calls pertaining to a hijacking in progress until approximately 5:00 p.m., when a call was received from the "San Francisco Chronicle".

b7C [] stated that this call had been received on the Salt Lake City identifier, which indicated to her that the caller had dialed a Salt Lake City telephone number to obtain the information. She stated that when this Salt Lake City number was dialed the call was transferred directly to the Denver UAL office. [] advised she had no indication as to the exact location from which the call was made.

Interviewed on 4/8/72 at Denver, Colorado File # DN 164-120
SA [] b7C / o g . d l s 4/8/72
by _____ Date dictated _____

DN 164-120

SU 164-36

2

b7C

[] advised she heard no background noise, that the caller had no accent or slur in his speech, but that he did sound like a male approximately in his 20's.

SU 164-36

KEN:ksa

P. 1

b7D The following investigation was conducted by Special Agent [redacted] at Provo, Utah:

Pursuant to the execution of a search warrant for subject's residence at 360 South 2nd East, Provo, Utah, the following licenses were noted:

Utah driver's license number A327637
Expires December 7, 1974

California driver's license number E561119
Expires December 7, 1972

North Carolina driver's license number 1964810
Expires December 7, 1974

U. S. Commercial Pilot's license number 2004374
Ratings and Limitations Airplane - Single engine land
Roto-Craft - Helicopter
Instruments - Helicopter only
Date of Issue, December 7, 1970.

SU 164-36

CJS:deb

P. 1

b7C The following investigation was conducted by
SA [REDACTED]

b7C On April 9, 1972, [REDACTED] telephonically
contacted SA [REDACTED] at his residence and advised that he
resides in Raleigh, North Carolina, and that he is well
acquainted with RICHARD FLOYD MC COY, JR., as well as
both his father and mother who also reside in the Raleigh
area. [REDACTED] plained that he has been a Bishop in the
Church of Jesus Christ of Latter-day Saints for the last
seven years and he has a son attending Brigham Young University.

b7C He advised during the afternoon of April 3, 1972,
while visiting his son, he observed MC COY and at that time
they had a conversation which lasted for approximately
thirty to forty minutes, and MC COY was wearing a cast which
he believed was on his right leg and also had a mustache.
He advised at that time MC COY seemed to be in good mental
health. He advised that MC COY [REDACTED]
[REDACTED] and stated that MC COY's father and mother
are first cousins, and during the recent years have had
considerable trouble with their marriage; however, he has
no idea what effect this has had on the children.

b7C [REDACTED] requested permission to visit MC COY at the
Salt Lake County Jail; however, he was advised that this
could not be granted in view of the fact that MC COY was
in the custody of the U. S. Marshal's Office.

FEDERAL BUREAU OF INVESTIGATION

4/10/72

Date of transcription _____

P. 1

[REDACTED]

Provo, Utah, advised that she and her husband purchased a Tote-Gote from RICHARD F. MC COY on September 1, 1971, for \$125. The purchase was made in response to an advertisement which appeared in the local newspaper or the Shopper's Guide. MC COY said that he was selling the Tote-Gote because he needed the money. [REDACTED] stated she has not seen MC COY since September 1, 1971.

b7C

Interviewed on 4/10/72 at Provo, Utah File # Salt Lake City 164-36

by SA [REDACTED] b7C ksa Date dictated 4/10/72

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SU 164-36

CJS:deb

P. 1

b7C The following investigation was conducted by
SA [REDACTED]

b7C On April 10, 1972, [REDACTED]
[REDACTED] Bomb Disposal Unit, 6th U. S. Army, Salt
Lake City, Utah, was telephonically contacted at his number --
524-4334 -- and he was requested to examine a pineapple-type
military hand grenade to ascertain if it was inert.

b7C [REDACTED] appeared at the Salt Lake City
Office and examined the hand grenade, at which time he advised
that the powder had been removed, and in addition, the cap
had been detonated and there was no danger involved in
handling or storing it.

SU 164-36

On April 11, 1972, [redacted] who advised he is a Company Commander of Company A, 1st Battalion, Fort Leonard Wood, Missouri, voluntarily appeared at the Salt Lake City Office of the FBI where he was interviewed by SAs [redacted] and [redacted]. He advised [redacted] and that he had been to the County Jail talking to [redacted] on that date. He said he is attempting to locate counsel for [redacted] and has considered [redacted] and [redacted]. He said he has had several offers of free counsel. He mentioned also that he had received a call from someone offering him \$50,000 for the plan on the hijacking. He also said they had considered selling his brother's story for funds to finance his defense. b7C

[redacted] implied that [redacted] had confided that someone else was involved with him, but that he had not pursued the matter. He said the name would undoubtedly come out and that it would probably be through the attorney they select to represent his brother. b7C

He mentioned also that [redacted] had had some mental problems before they were married and that records would be in Ohio, Toledo or Columbus, possibly, under the name of [redacted]. b7C

He further said [redacted] and a friend had visited him in Charleston, South Carolina, in about January of this year.

SU 164-35

Interview with subject's sister-in-law indicates that subject was planning on taking his life if captured; therefore, he should be considered as having SUICIDAL TENDENCIES.

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE SALT LAKE CITY	OFFICE OF ORIGIN SALT LAKE CITY	DATE 4/14/72	INVESTIGATIVE PERIOD 4/7-12/72
TITLE OF CASE RICHARD FLOYD MC COY, JR.		REPORT MADE BY b7C	TYPED BY lbp
		CHARACTER OF CASE CAA - HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS	

REFERENCES: - Denver teletype to Bureau, 4/8/72.

Salt Lake City airtel to Bureau, 4/8/72.

San Francisco teletypes to Bureau, 4/8/72.

Salt Lake City teletype to Bureau, 4/8/72.

Bureau teletype to Salt Lake City, 4/9/72.

- P -

ADMINISTRATIVE

After being advised that plane was on the ground at San Francisco and hijacker's demands were being met for

ACCOMPLISHMENTS CLAIMED					☐ NONE	ACQUIT-TALS	CASE HAS BEEN:
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES		
					\$499,970		PENDING OVER ONE YEAR ☐ YES ☒ NO PENDING PROSECUTION OVER SIX MONTHS ☐ YES ☒ NO
APPROVED						SPECIAL AGENT IN CHARGE	
COPIES MADE:						DO NOT WRITE IN SPACES BELOW	
8 - Bureau 1 - USA, Salt Lake City 2 - Denver ② - Las Vegas 2 - Los Angeles 2 - San Francisco (164-256) 1 - Seattle (Info) 2 - St. Louis 4 - Salt Lake City (164-36)						164-12-31 SEARCHED ☒ INDEXED ☒ SERIALIZED ☒ FILED ☒ b7C	
Dissemination Record of Attached Report						Notations	
Agency							
Request Recd.							
Date Fwd.							
How Fwd.							
By							

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SU 164-36

parachutes and \$500,000, all law enforcement agencies in the State of Utah were notified, as well as the National Guard and Hill Air Force Base who were requested to furnish helicopters and other aircraft as needed since subject's destination was unknown at that time. At approximately 8:22 PM, information was received that the aircraft was headed for the Coaldale marker in Nevada. Subject was described as a white male, approximately 25, 5' 5", 145 to 160 pounds, with dark complexion. The plane's direction was followed through contact with the Air Traffic Control Center at Salt Lake City until it was believed subject bailed out of the plane near the Provo, Utah, airport, where a continuous search was made throughout the night by local police agencies and all available FBI Agents.

Investigation conducted by the Salt Lake City Division and auxiliary Offices not pertinent to this case is not being included in this report but maintained as part of the file.

A detailed map is being prepared showing the jump area of the subject and will be included in the next report.

No leads are being set forth in this report for auxiliary Offices in view of the fact that they have been requested by the most expeditious means. Auxiliary Offices have been requested to furnish reports in this case covering their investigation.

Due to the splendid cooperation demonstrated by all law enforcement agencies in the State of Utah, as well as Hill Air Force Base and the Utah National Guard, a letter of appreciation was sent to the head of each of these agencies.

FEDERAL BUREAU OF INVESTIGATION

1

Date 4/9/72

ADMINISTRATIVE

[redacted] in Charge of
Records, Brigham Young University, furnished four photo
copies of a signature of RICHARD FLOYD MC COY, taken from
his admission application for the university.

b7C

On 4/8/72 at Provo, Utah File # SU 164-36

b7C

by SA [redacted] / mhe:nsb Date dictated 4/9/72

- C -

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FEDERAL BUREAU OF INVESTIGATION

1

Date 4/9/72

ADMINISTRATIVE

[redacted] Security Department, b7C
Brigham Young University, furnished two Polaroid photographs
of RICHARD FLOYD MC COY, which were taken from the 1962
"Yearbook" from Brigham Young University.

On 4/8/72 at Provo, Utah File # SU 164-36

by SA [redacted] / mhe:nsb Date dictated 4/9/72

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COVER PAGE

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SU 164-36

b7C

The following investigation was conducted by SA

[REDACTED]

[REDACTED]

Brigham

b7C

Young University (BYU) Health Center, BYU, Provo, Utah, advised April 11, 1972, that subject MC COY had recently been treated at that health center regarding a leg condition and that he was treated by [REDACTED]. He stated that because of numerous lawsuits in the medical profession and because of skepticism of college students regarding confidentiality of medical records, he has taken a rigid stand against releasing information in medical records without the consent of the patient or a subpoena. He stated he would dismiss any doctor who would release such information. He advised that to his knowledge, subject had never been treated for any mental abnormality, but hinted subject might have had some problem of that type. He was non-specific but gave the impression subject might have had an emotional problem.

b7C

[REDACTED] BYU Health Center, advised April 11, 1972, that he had seen subject twice during about the past month in regard to his leg, and that subject was to have returned a third time but did not so return, thus indicating to [REDACTED] that his leg must not have been too bad. [REDACTED] stated that he was unable to give any information without a subpoena or consent of the subject.

SU 164-36

LEADS

SALT LAKE CITY

AT SALT LAKE CITY, UTAH

1. Follow and report results of requested examinations by the FBI Laboratory and Identification Division, as well as investigation being conducted by auxiliary offices.
2. Follow and report prosecutive action taken against subject.
3. Continue to conduct all logical investigation to develop additional facts in this case.

4/19/72

PLAINTEXT

TELETYPE

URGENT

TO : DIRECTOR, FBI (164-2111) AND SACS, PORTLAND (164-41)
SEATTLE (164-81)
SALT LAKE CITY (164-24)

FROM : SAC, LAS VEGAS (164-60)

NORJAK. RE: RICHARD FLOYD MC COY, JR. - SUSPECT

RE LAS VEGAS TEL APRIL EIGHTEEN LAST AND SALT LAKE CITY
TEL APRIL NINETEEN INSTANT.

ATTENDANT WHO WAS ON DUTY ELEVEN PM, NOVEMBER TWENTY-FIVE
LAST TO SEVEN AM, NOVEMBER TWENTY-SIX LAST, LOCATED AND INTERVIEWED
THIS DATE. DOES NOT RECALL ANY DETAILS CONCERNING CHARGE MADE FOR
GASOLINE ON MC COY'S BANK AMERICARD. INSPECTION OF CARBON WITH
STATION COPY OF CHARGE SLIP INDICATES THAT WORDS "NO. ." WRITTEN
NEAR LICENSE NUMBER. ATTENDANT STATES HE BELIEVES HE CHECKED
LICENSE BUT NOT POSITIVE. b7C

ONLY AIR FORCE BASE WHERE MILITARY PLANES COULD LAND IN
LAS VEGAS AREA IS NELLIS AIR FORCE BASE, NORTHEAST OF LAS VEGAS.
CHECKS WITH NELLIS AIR FORCE BASE OPERATIONS INDICATE THAT
INDIVIDUALS WHO COME IN ON MILITARY PLANES ARE NOT LOGGED
INDIVIDUALLY. PERSONNEL STATE THERE WOULD BE NO WAY OF KNOWING
WHETHER A PARTICULAR INDIVIDUAL ARRIVED IN LAS VEGAS. OPERATIONS

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1 - LV 164-72
MCD:ffs (2)

164-72-32

LV 164-60

PAGE TWO

PERSONNEL STATE THAT INDIVIDUAL NAMES WOULD BE AVAILABLE AT POINT OF ORIGIN OF FLIGHT AND WOULD BE REFLECTED ON A PASSENGER MANIFEST.

THREE FLIGHTS DURING MONTH OF NOVEMBER WITH PASSENGER CARRYING CAPABILITY LANDED AT NELLIS WITH PRIOR STOP AT HILL AIR FORCE BASE:

ONE - NOVEMBER THREE, C ONE ONE EIGHT FROM NELLIS TO HILL AND RETURN

TWO - NOVEMBER EIGHTEEN, T THIRTY-NINE FROM HILL TO NELLIS

THREE - NOVEMBER TWENTY-FOUR, T THIRTY-NINE FROM OFFETT FIELD, NEBRASKA TO HILL AIR FORCE BASE TO CASTLE, NEW MEXICO, TO NELLIS.

A CHECK OF THE LOGS REVEALED NO NATIONAL GUARD PLANES OR RESERVE AIR FORCE PLANES FROM SALT LAKE CITY COMMERCIAL AIR FIELD TO NELLIS DURING MONTH OF NOVEMBER.

SALT LAKE CITY CONSIDER CHECK AT HILL AIR FORCE BASE FOR ANY PASSENGER MANIFEST DURING NOVEMBER LAST SHOWING MC COY AS PASSENGER.

INVESTIGATION CONTINUING.

4/20/72

PLAINTEXT

TELETYPE

URGENT

TO : DIRECTOR, FBI (164-2111) AND SACS, SEATTLE (164-81)
AND SALT LAKE CITY (164-24)

FROM : SAC, LAS VEGAS (164-60)

NORJAK. RE: RICHARD FLOYD MC COY, JR. - SUSPECT

RE LAS VEGAS TEL APRIL NINETEEN LAST.

b7C

OPERATIONS OFFICER, NELLIS
AIR FORCE BASE, ADVISED SEARCH OF RECORDS FOR OUTGOING AIRCRAFT
TO THE PORTLAND, OREGON, AREA DURING THE MONTH OF NOVEMBER,
SEVENTY-ONE, NEGATIVE. NO RECORD OF MC COY ON ANY FLIGHT
MANIFEST LEAVING NELLIS FOR SAME PERIOD.

CARBON COPY OF BANK AMERICARD INVOICE OF CAR FOR MC COY
AND TWO CARBON OF SAME FOR PURCHASES OF GASOLINE AT POWER
THRUST SERVICE STATION, LAS VEGAS, NEVADA, FORWARDED TO BUREAU
THIS DATE.

PENDING.

1 - LV 164-60

1 - LV 164-72

MCD:ffs

(2)

164-72-33

F B I

Date: 4/21/72

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE URGENT
(Priority)

TO: DIRECTOR, FBI (164-2111)
SAC, SALT LAKE CITY (164-24)
SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)

NORJAK

RE SALT LAKE CITY TEL, APRIL SEVENTEEN, LAST.

TELEPHONE CO. RECORDS, LAS VEGAS, INDICATE TOLL
CALL MADE FROM TROPICANA HOTEL. RECORDS WILL IDENTIFY
INDIVIDUAL MAKING CALL AND PERSON CALLED, ALL OF WHICH
HAS BEEN FORWARDED TO TELEPHONE CO., PROVO, UTAH, AND
SHOULD BE ON FILE, THEIR RECORDS.

SLC, HANDLE.

① LAS VEGAS
HEH:jr
(1) JR

Dec 164-72

164-72-34

~~164-80~~

SEARCHED

SERIALIZED

INDEXED

FILED

Approved: VFL/74
Special Agent in Charge

Sent _____ M Per _____

4/21/72

AIRTEL

AIRMAIL

TO: DIRECTOR, FBI (164-2111) (Attn: Laboratory)

FROM: SAC, LAS VEGAS (164-60)

NORJAK;
RICHARD FLOYD McCOY, JR.

Enclosed for the Bureau are eleven (11) latent fingerprints obtained from Northwest Flight #305 on 11/25/71, and towel containing hair or fiber from seat where hijacker was sitting.

Laboratory is requested to compare the latent prints with those of RICHARD FLOYD, McCOY, JR, Army Service Number RA14796789, and also will compare the hair or fibers with hair samples of McCOY to be furnished by the Salt Lake Division at a future date.

2 - Bureau (Enc. 2)
① - Las Vegas
HEH:jr
(3) *JR*

*2 cc
2 copies
1 cc for 164-72
later second copy to ASAC*

PH

164-72-35

SEARCHED _____
SERIAL _____
INDEX _____
FILED _____

FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE DENVER	OFFICE OF ORIGIN SALT LAKE CITY	DATE 4/24/72	INVESTIGATIVE PERIOD 4/7/72 - 4/18/72
TITLE OF CASE RICHARD FLOYD MC COY, JR., Aka		REPORT MADE BY b7C	TYPED BY pld
		CHARACTER OF CASE CAA - HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS	

REFERENCES: San Francisco teletype to Bureau, dated 4/7/72;
 Denver teletype to Bureau, dated 4/8/72;
 Salt Lake City teletype to Bureau, dated 4/8/72;
 Denver airtel to Salt Lake City, dated 4/8/72;
 Denver teletype to Bureau, dated 4/8/72;
 Bureau teletype to Salt Lake City, dated 4/9/72;
 Salt Lake City telcall to Denver, dated 4/10/72;
 Denver airtel to Bureau, dated 4/13/72.

-P-

LEAD:THE DENVER DIVISION

AT DENVER, COLORADO: Will report results of FBI Laboratory fingerprint examinations for UAL ticket Denver to Los Angeles in the name of b7C

ACCOMPLISHMENTS CLAIMED						☒ NONE	ACQUIT-TALS	CASE HAS BEEN: PENDING OVER ONE YEAR ☐ YES ☒ NO PENDING PROSECUTION OVER SIX MONTHS ☐ YES ☒ NO
CONVIC.	AUTO.	FUG.	FINES	SAVINGS	RECOVERIES			

APPROVED	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN SPACES BELOW
COPIES MADE: 8 - Bureau (RM) (164-2343) 3 - Salt Lake City (RM) (164-36) 1 - USA, Salt Lake City 1 - Chicago (Info) (RM) ① - Las Vegas (Info) (RM) 1 - San Francisco (Info) (RM) 2 - Denver (164-120)		164-72-36

Dissemination Record of Attached Report					Notations
Agency					
Request Recd.					
Date Fwd.					
How Fwd.					
By					

**UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION**

Copy to: 1 - USA, Salt Lake City (RM)

Report of:
Date:

[REDACTED] b7C
April 24, 1972

Office: DENVER

Field Office File #: 164-120

Bureau File #: 164-2343

Title: RICHARD FLOYD MC COY, JR.

Character: CAA - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS

Synopsis:

b7C Subject, whose photo has been identified by UAL ticket agent, purchased ticket on UAL Flight 855, Denver to Los Angeles, between 1:00 and 2:00 p.m. on 4/7/72. Ticket purchased in name of [REDACTED] Reservations for [REDACTED] on UAL Flight 855, 4/7/72, made by phone on 3/31/72, leaving no contact point. A manila 8" x 10" envelope left in UAL Flight 855 waiting area was turned over to UAL stewardess aboard aircraft. Photos shown other SIA employees with negative results. UAL Flight 855 passenger list set forth. SUICIDAL TENDENCIES.

-P-

Details:

b7C Investigation in this matter was instituted in the Denver Division of the FBI following receipt of information from [REDACTED] FAA Control, Longmont, Colorado. [REDACTED] advised that the pilot of United Airlines (UAL) Flight 855, a Boeing 727, en route from Denver, Colorado to Los Angeles, California, had advised that there was "a possible bomb threat on board". At that time the pilot indicated the plane would land at Grand Junction, Colorado at approximately 3:20 p.m. on April 7, 1972.

Special Agents of the Denver Office were immediately dispatched to Stapleton International Airport (SIA), Denver, Colorado, to begin an immediate investigation.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/17/72

At 5:34 p.m., [redacted]
Ticket Agent for United Airlines, was interviewed and furnished the following information:

b7C

He was working at the counter and sold tickets for the subsequently hijacked Flight 855. Due to the volume of passengers he could not recall anyone with complete accuracy, however, he described [redacted] as well as he could remember:

Height: 5'10"
Age: 20-30 years old
Hair: Blond
Complexion: Light
Characteristics: No beard or mustache, hair cut moderately
Wearing apparel: brown suit or sport coat

b7C

[redacted] added that [redacted] did meet the "profile", however, as everything was quite busy he [redacted] did not bring the fact to anyone's attention:

[redacted] recalled that [redacted] seemed to be alone, but could not recall if [redacted] checked any luggage or had any carry-on luggage.

[redacted] bought a ticket in the normal manner and stood in line routinely with the other passengers.

At 11:02 p.m., [redacted] was again interviewed and asked specifically if he recalled seeing [redacted] wearing yellow and brown shoes. [redacted] replied that from his position behind the ticket counter he can not see the passenger's footwear. [redacted] was asked if he knew anything about an envelope being found in one of the airport restrooms by an airline employee and given to [redacted]. [redacted] advised that he had not heard anything about the aforementioned.

b7C

Interviewed on 4/7/72 at Denver, Colorado File # Denver 164-120

by SA [redacted] lad Date dictated 4/10/72

b7C

FEDERAL BUREAU OF INVESTIGATION

-1-

Date of transcription 4/11/72

_____ Denver, Colorado,
was interviewed at Stapleton International Airport and furnished
the following information:

[redacted] advised that he is presently employed as a ticket agent for United Air Lines and has been so employed for approximately five years. He further advised that his work schedule for April 7, 1972, was 6:30 a.m. to 3:00 p.m.

[redacted] advised that his work load had become rather heavy beginning at approximately 10:00 a.m. due to inclement weather conditions in the Chicago area. He stated that a flight leaving Denver at 10:30 a.m. had been forced to return to Denver because it could not land in Chicago and that a 12:00 p.m. Denver to Chicago flight had also been cancelled. A scheduled flight at 1:15 p.m. was delayed until 2:00 p.m. and a 2:00 p.m. flight from Denver to Chicago, which was a DC - 10, was delayed until approximately 2:25 p.m. [redacted] stated that he was quite busy rescheduling a group of nine passengers who wished to go to Detroit and also a group of four passengers who wished to go to Syracuse or Albany, New York.

[redacted] advised that it was at this time a lone male came to his counter and purchased a ticket to Los Angeles. He advised that this person was rather impatient and that the United Air Lines passengers, who were desiring passage to Detroit, allowed this person to move up through the line and purchase his ticket. [redacted] described this person as follows:

Height	5'7"
Weight	170 to 180 pounds
Dress	Business suit and tie
Hair	Balding (brown)

[redacted] stated that he believed this individual had paid for his ticket with a charge card and was seen off by an unidentified woman.

Interviewed on 4/10/72 at Aurora, Colorado File # Denver 164-120

b7C SA and
b SA (WTP:isp) Date dictated 4/11/72

b7C [] advised that he had returned to serve the group of nine passengers and finish their rescheduling and he believed that it was after finishing this rescheduling that he had served another single male passenger, who stated that he had a reservation on Flight 855 to Los Angeles.

[] advised that he was still extremely busy, so he determined that Flight 855 had available space and did not question the passenger's statement that he possessed a reservation, but sold the individual a ticket, the cost of which was \$59.00.

b7C [] advised that this passenger paid for his ticket with a \$50.00 bill and a \$10.00 bill. [] advised that he placed the money and the United Air Lines copy of the ticket in the pneumatic tube, which carries the currency to the office where change is made, and requested the passenger to step aside until his change was returned, so that other passengers could be served.

Approximately a minute later, [] advised the change was returned and he gave the passenger his \$1.00 change. [] advised that he believed this person's name was either [] or [] and furnished the following description of this person:

Name	[]
Hair	Light brown
Age	25 to 30
Height	5'8"
Weight	160 to 165 pounds
Build	Medium light frame
Dress	Suit or sport coat (Conservative style)
Face	Triangular in shape
Ears	Slightly protruding
Voice	Soft-spoken

b7C [] stated that he had not seen a picture of the suspected hijacker on television nor had he seen a photograph of this person in the newspaper. He also advised that he could not recall having served him as a passenger previous to April 7, 1972.

b7C [] was shown a group of seven photographs and advised that his first impression reflected that photograph two was the person who most closely resembled the man to whom he had sold the cash ticket on April 7, 1972. [] then studied the photographs again and reiterated that photograph two most closely resembled the individual he remembered, and physically pointed out photograph two.

DN 164-120

-3-

[redacted] stated that the interviewing Agents had in no way influenced his decision.

[redacted] advised that he believed he could recognize this individual again.

It should be noted that photograph number two, mentioned above and exhibited to [redacted] is that of RICHARD FLOYD MC COY, JR. Photographs displayed by Special Agents [redacted] and [redacted]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/18/72

1.

b7C

[redacted] Customer Service Agent, United Airlines, Stapleton International Airport, Denver, Colorado, provided the following information:

During the afternoon of April 7, 1972, he was stationed at Loading Gate B-2, Stapleton International Airport, while loading was taking place for United Airlines Flight 855. In addition to his assignment at Gate B-2, he was also working off and on at the checking counter at Gate B-4. The number of people in the loading area at Gate B-4, awaiting Flight 855, indicated that there was an exceptionally heavy load of passengers boarding that flight.

b7C The only passengers boarding Flight 855, which he specifically recalls, were a California Penal Institution Guard and his prisoner. He was initially approached by the guard who advised him that he had a prisoner and would be carrying a weapon aboard the aircraft. He recalled that when he first saw the prisoner in the terminal, it was apparent that the prisoner was handcuffed because his hands were placed together in front of him with a raincoat draped over them to hide the handcuffs. He recalls that the guard and prisoner had seats [redacted] and [redacted] which would be located to the [redacted]. He escorted the guard and prisoner aboard the aircraft after advising the Universal Check-in Agent at the gate that the guard would be aboard the aircraft with a weapon. Once aboard the plane, he advised the chief stewardess, and he saw her open the door of the cabin and tell the captain that there would be a guarded prisoner aboard the plane, that the guard would be armed and where they would be sitting.

He is certain that the prisoner was unhandcuffed upon boarding the plane because this is standard operating procedure.

He recalls that the prisoner was tall, approximately 6'4", had dark hair, was wearing light blue trousers and shirt, and was carrying a tan raincoat over his arms.

6
Interviewed on 4/7/72 at Denver, Colorado File # Denver 164-120

by SA [redacted] :cw b7C Date dictated 4/14/72

DN 164-120

2.

He recalls the guard was Spanish-American in appearance, had black hair, weighed approximately 200 pounds, was approximately 5'10" in height, with a heavy build. The guard was not in uniform but was wearing a sport coat, possibly green in color. The guard displayed a wallet-type credential holder and his credentials identified him as an employee of the California Penal System and it included a picture of the guard.

He advised that he saw nothing unusual during the loading of flight, and he recalls no individuals waiting for that flight who acted in any manner other than normal. He noted, however, that he was not present at Gate B-4 all the time during the loading process for Flight 855, and he could not be certain that he actually observed all persons boarding that flight at Denver.

FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription April 12, 1972

[redacted] United Air Lines, Stapleton International Airport, Denver, Colorado, provided the following information:

[redacted] stated that on April 7, 1972, United Air Lines ticket agent [redacted] provided the following handwritten statement: b7C

"Apr 7, 1972

"Regarding selling a ticket to a psgr [redacted] or [redacted] on Flt 855 / 7 Apr.

"I was working in unit 6A. About 1 - 2 PM the ticket counters were unusually crowded because of delayed Chicago flights. I was attempting to re-book a group of east bound psgrs and had their pnk displayed. As this re-booking was taking some time, these delayed psgrs offered one or two people in line behind them to go ahead and get their tickets. I believe this was the situation when I sold the Den/Lax "K" ticket in question. I do not think I pulled up a pnk for [redacted] as I already had an involved pnk on the crt. (However, Flt. 855 was not booked full and it is common practice to ticket or revalidate a one-leg itin. on the word of the psgr if the flt is not near capacity.) To the best of my recall the ticket was paid for with a \$50.- bill + \$10.- bill. I sent transaction to the cashier and gave back \$1.00 change. I then apparently checked in the psgr with UCI, possibly with a seat assignment in row 20. It seems that he then asked for the baggage check-in and I directed him to it -- which was the end of the transaction. I do not recall making an I.D. check in the above time period (1 - 2 PM). I was so pre-occupied with attempting to re-book the other psgrs that I did not recognize this psgr as fitting the profile. b7C

"The impression I got of the psgr in the above brief transaction (2 - 3 minutes) is as follows:

Interviewed on 4/10/72 at Denver, Colorado File # Denver 164-120

by SA's [redacted] b7C
(LDM:vlr) Date dictated 4/11/72

DN 164-120

2.

"Age: late 20's, early 30's

Hight: 5' 10"

Weight: 150 - 160 lbs, light - medium build

Hair: Dark blond/brown, regular length

Eyes: -----

Facial Features: light complected, medium-high
cheekbones, eyes possibly more wide-set than normal,
no beard or mustache, probably no long sideburns.

Clothing: dark suit/sport coat, possibly brown in
color.

"/s/



b7C

FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription April 12, 1972

b7C [redacted] Apartment [redacted] home telephone [redacted] Aurora, Colorado, was interviewed at the office of United Air Lines Operation Planning Center, Stapleton International Airport, Denver, Colorado.

[redacted] stated he has been employed by United Air Lines as a Passenger Service Agent for the past six years. He stated he was assigned to load Flight 855 at Gate B-4, Concourse B, on April 7, 1972, at approximately 2:15 p.m.

[redacted] stated he started loading the 90 to 100 passengers almost immediately after arriving at Gate B-4, at 2:15 p.m.

[redacted] stated his first two passengers were a mother, middle-aged, and her 17 year old daughter. The daughter was in a wheel chair. He assisted this couple to the aircraft and helped them find their seats.

b7C [redacted] stated the next two passengers were an armed escort with a prisoner. The armed escort and prisoner were given seats [redacted] and [redacted] in the coach section.

[redacted] stated that these first four passengers were loaded prior to loading the rest of the passengers.

[redacted] stated he then returned to the passenger loading area and made the announcement that Flight 855 was now ready to board.

b7C [redacted] stated that every passenger who would be on that flight would have to pass before him. He stated that everyone had their ticket ready and that the loading went unusually smooth.

[redacted] stated that a young couple with a small baby was standing about one-third of the way back in the line. He made arrangements for them to board last, and to take seats [redacted] and [redacted]

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Interviewed on 4/7/72 at Denver, Colorado File # Denver 164-120

by SA [redacted] vlr b7C Date dictated 4/11/72

DN 164-120

2.

[] stated that at no time did he hear, observe, or have any reason to believe a hijacking was in the making.

b7C

[] stated that all passengers must board through a retractable tunnel between himself and the aircraft, and that it would be next to impossible for anyone to slip aboard without being observed.

FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription April 12, 1972

[redacted] Apartment [redacted] home telephone [redacted] Aurora, Colorado, was interviewed at United Air Lines, Stapleton International Airport, Denver, Colorado, where he is employed as a Passenger Service Agent, and provided the following information:

[redacted] stated that on April 7, 1972, at approximately 2:30 p.m., a passenger gave him a manila envelope prior to take-off of Flight 855. He stated this envelope was approximately 8" by 10" with no commercial writing on it. He stated the passenger found it lying on a seat in the B-4 area waiting room.

[redacted] stated that he made an announcement over the public address system that the individual who lost the envelope could claim it from himself or the airline stewardess on Flight 855 before take-off.

[redacted] stated just before buttoning up the hatch, an oriental-type stewardess came forward and stated she had found the owner of the envelope. He stated he then handed her the envelope and departed from the aircraft.

[redacted] stated the envelope, even though it had no commercial lettering on it, did have pencilled notes in the upper left-hand corner. He stated the notes were of light lead and were a combination of printing and writing.

[redacted] further stated that the only word he remembers is the word "stew", probably for stewardess.

[redacted] stated he did not remember anything else about the incident.

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Interviewed on 4/8/72 at Denver, Colorado File # Denver 164-120

b7C
by SA [redacted] vlr Date dictated 4/11/72

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/11/72

[redacted] Apartment
[redacted] Aurora, Colorado, was interviewed at Stapleton
International Airport, and furnished the following
information:

b7C

[redacted] advised that he has been employed in the
airline industry for approximately nine years. He stated
that he had been employed with Ozark Airlines for approx-
imately three years, and has been employed with United
Airlines for approximately six years. He advised that his
present position is that of Passenger Service Agent. He
also advised that on April 7, 1972, he began at 11:00 a.m.
and ended at 7:30 p.m.

b7C

[redacted] advised that on April 7, 1972, he was
working in the passenger service podium on Gate B-4,
assisting in the loading of Flight 855, bound for Los
Angeles.

[redacted] advised that when the loading was nearly
completed, an unidentified passenger approached him and
handed him an envelope which had been found in the boarding
area of Flight 855.

[redacted] advised that he had taken this envelope
aboard Flight 855 and announced over the public address
system that it had been found in the boarding area. Upon
receiving no response from the passengers, [redacted] left the
plane and was closing the door when a stewardess, who was
Oriental in appearance, stopped him and advised him that the
envelope was the property of a passenger on board Flight 855.
[redacted] advised that the stewardess did not identify the passenger
who was claiming the envelope.

b7C

[redacted] advised that he could not identify the
hijacker from a group of photos which was provided by the
Interviewing Agents.

[redacted] advised that the envelope was approximately
8" by 10" in size, about one-eighth of an inch thick, and
pale yellow in color. He stated that the envelope had an

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Interviewed on 4/10/72 at Aurora, Colorado File # Denver 164-120

by SAs [redacted] and [redacted]
[redacted] /WMP:lad

b7C

Date dictated 4/11/72

DN 164-120

2

end flap which was of the type which is sealed, by glue. [redacted] advised that he had observed writing on the upper left hand quadrant of the envelope and recalled seeing the word "stew".

b7C

[redacted] stated that he believed he would recognize this envelope if he saw it again.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription April 11, 1972

b7C [redacted] United Air Lines supervisor, Stapleton International Airport, Denver, Colorado, was interviewed at his place of employment and provided the following information:

[redacted] stated that the records of United Air Lines Computer Center, Chicago, Illinois, reflected that a [redacted] was booked on February 22, 1972, by a [redacted] of World Wide Travel Agency, North Platte, Nebraska, for Flight 831. [redacted] stated Flight 831 is a Denver to Salt Lake City flight, and that [redacted] reservation was for April 1, 1972.

b7C [redacted] stated that his records also reflected a return flight on April 2, 1972, Flight 510, by a [redacted]

b7C [redacted] stated that [redacted] telephone number in North Platte, Nebraska, is [redacted]. He stated that his records reflected that [redacted] telephone number was listed as [redacted] in either North Platte, Nebraska, or Omaha, Nebraska.

[redacted] further stated that he had no additional information reflecting passage for a [redacted] or a [redacted] on March 31, 1972, or April 1, 1972.

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Interviewed on 4/10/72 at Denver, Colorado File # Denver 164-120

by SA's [redacted] b7C (LDM:vlr) Date dictated 4/11/72

FEDERAL BUREAU OF INVESTIGATION

Date of transcription April 13, 1972

[redacted] United Air Lines (UAL), advised by phone that his company's computers indicate one [redacted] bought a one-way ticket on UAL Flight 855 from Denver to Los Angeles on March 31, 1972 for April 7, 1972. He said this ticket was purchased through general sales and was an economy ticket paid for in cash and [redacted] left no place where he could be contacted.

b7C [redacted] pointed out that their computers could not tell whether [redacted] had been on Flight 855 this date and that a check of all tickets turned in on this date by the passengers would be the only way to tell if [redacted] did take this flight.

[redacted] further advised that the computers indicate there were 85 passengers aboard this plane and that 82 of them boarded the plane at Denver, Colorado, and only three were taking the flight from Newark through to Los Angeles.

He pointed out of the 82 boarding in Denver 12 were first class passengers, 55 coach and 15 economy class passengers.

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Interviewed on 4/7/72 at Denver, Colorado File # Denver 164-120
by SA [redacted] /skc b7C Date dictated 4/12/72

FEDERAL BUREAU OF INVESTIGATION

Date 4/18/72

[redacted] Passenger Service, United Airlines, Stapleton Airport, Denver, Colorado, was contacted April 7, 1972, regarding an aircraft hijacking of United Flight 855 and provided United Airline's Flight Coupon 1-016-155723048-5 issued on April 7, 1972, to an individual known as [redacted]. This coupon was a one-way cash ticket from Denver to Los Angeles, California, in the amount of \$59.00. Upon examination of the flight coupon, SA [redacted] asked [redacted] to interpret the name of the passenger as it appeared. [redacted] who had a manifest list of passengers aboard the flight, indicated that the name was [redacted] rather than [redacted]. Subsequent review of passenger manifest list and a computer printout showing the passenger history proved the name to be [redacted] rather than the aforementioned [redacted].

b7C

[redacted] also provided United Airlines Flight Coupon 2-016-354059387-3 in the name of [redacted] showing a routing from Milwaukee to Denver and from Denver to Los Angeles with a final destination of San Diego, California, ticket issued on a first class travel basis.

b7C

[redacted] advised that the normal course of handling the ticket by Passenger Service Personnel would not usually be personally touched by the passenger since the ticket was placed in a paper wallet and given to the passenger with the baggage ticket. The wallet is usually presented to the Passenger Service Representative at the boarding gate and the flight copy is removed by him to be retained for enclosures with the passenger manifest.

On 4/7/72 at Denver, Colorado¹⁷ File # DN 164-120
by SA [redacted] ls b7C Date dictated 4/18/72

FEDERAL BUREAU OF INVESTIGATION

Date of transcription April 8, 1972

b7C [] Reservations Clerk, United Airlines (UAL) was interviewed and furnished the following information:

[] stated that between 4:10 and 4:20 p.m. on April 7, 1972, she received a telephone call from a male whose voice sounded as though he were in his 20's. [] advised that this caller requested information pertaining to flights from Denver to Salt Lake City. [] advised that the caller was told there were two flights en route to Salt Lake City and stated that these flights would arrive at 5:30 p.m. on April 7, 1972, and 8:25 p.m. on April 7, 1972.

b7C [] then stated that the caller asked the following question, "Haven't you had a plane that was hijacked to/over Salt Lake City from Denver?" [] advised that she cannot recall whether the caller requested whether this craft was hijacked to Salt Lake City or over Salt Lake City.

Inasmuch as she had received no information pertaining to a hijacking in progress, [] advised that she informed the caller that UAL had no hijacking in progress nor did any other carrier based in Denver have a hijacking in progress. [] stated at this time that the caller said, "Oh, yeah. Okay." [] advised that when this statement was made the tone of the caller's voice inferred sarcasm to her. [] advised that she did not receive any further calls pertaining to a hijacking in progress until approximately 5:00 p.m. when a call was received from the "San Francisco Chronicle". b7C

[] stated that this call had been received on the Salt Lake City identifier, which indicated to her that the caller had dialed a Salt Lake City telephone number to obtain the information. She stated that when this Salt Lake City number was dialed the call was transferred directly to the Denver UAL office. [] advised she had no indication as to the exact location from which the call was made. b7C

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Interviewed on 4/8/72 at Denver, Colorado File # DN 164-120
by SA [] /sg b7C Date dictated 4/8/72

DN 164-120

b7C

[redacted] advised she heard no background noise that the caller had no accent or slur in his speech, but that he did sound like a male approximately in his 20's.

DN 164-120

LDM:vlr

1.

On April 10, 1972, the following United Air Lines employees at Stapleton International Airport, Denver, Colorado, were shown a group of seven photographs and asked to identify subject, by SAs [redacted] and [redacted] with negative results:

b7C

Name

Position

Shift

[redacted]	Skycap Supervisor	6:30 to 3:00 7:30 a.m. to 8:00 p.m.
	Customer Service Agent (CSA)	0830 to 1700
	CSA	1100 to 1930
	CSA	0830 to 1700
	CSA	0830 to 1700
	Supervisor	0630 to 1500
	CSA	0630 to 1500
	Senior Agent	0600 to 1430
	CSA	0830 to 1700
	CSA	1100 to 1930
	CSA	0830 to 1700
	CSA	0830 to 1700
	CSA	0600 to 1500
	CSA	1300 to 2130
	CSA	1300 to 2130
	CSA	1300 to 2130
	Friendship Girl	1300 to 2130
	Skycap	0830 to 1700
	Senior CSA	0800 to 1630
	CSA	1630 to 1500
	CSA	0630 to 1500
	CSA	0830 to 1700
	CSA	1100 to 1930
	CSA	1830 to 1700
	Meal Clerk	8:30 to 2:00
	Passenger Agent	6:30 to 3:00
	Podium Agent	1300 to 2130
	Lost and Found, Podium Agent	0600 to 1430
	Center Diamond Podium	0630 to 1500
	End Diamond Podium	1100 to 1930

b7C

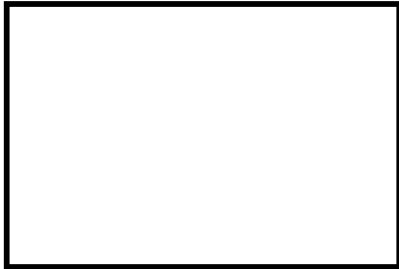
DN 164-120

2.

Name

Position

Shift



UCI Controller	0830 to 1700
UCI Controller	0730 to 1600
Baggage Service	0730 to 1600
UCI Controller	0730 to 1600
Ticket Counter	1100 to 2300
Ramp Monitor	1400 to 2230
Passenger Agent	0830 to 1700
Passenger Agent	1100 to 1930.

b7C

DN #164-120

LDM/jrd

1

On April 10, 1972, SA [redacted] and SA [redacted] interviewed the following employees of the Sky Chef Coffee Shop, Stapleton International Airport, Denver, Colorado, and they were shown one sheet of seven photographs in an attempt to identify subject, with negative results:

[redacted]
Waitress

7:00 a.m. to 2:00 p.m. shift

[redacted]
Busboy

7:30 a.m. to 4:00 p.m. shift

[redacted]
Busboy

6:00 a.m. to 2:00 p.m. shift

[redacted]
Waitress

6:00 a.m. to 2:00 p.m. shift

[redacted]
Cook

6:00 a.m. to 2:00 p.m. shift

[redacted]
Waitress

7:00 a.m. to 3:00 p.m. shift

[redacted]
Busboy

6:30 a.m. to 2:30 p.m. shift

[redacted]
Cashier

10:15 a.m. to 3:30 p.m. shift

b7C

FEDERAL BUREAU OF INVESTIGATION

Date 4/17/72

1

The following information was obtained from [redacted]
 [redacted] United Airlines, Stapleton International
 Airport, and the following is a list of passengers on United
 Airlines Flight 855 from Denver to Los Angeles April 7, 1972:

b7C

NAME	LOCAL CONTACT POINT	HOME ADDRESS IF AVAILABLE
------	---------------------	------------------------------

[redacted]

----- NO RECORD

----- [redacted]

----- BROWN PALACE HOTEL

----- Business Telephone

[redacted]

[redacted]

Oaks, California

[redacted]

----- NO RECORD (NR)

----- NR

----- NR

----- NR

----- [redacted]

WHEATRIDGE, COLORADO

[redacted]

[redacted]

----- NR

----- NR

[redacted]

----- NR

[redacted]

----- Telephone [redacted]

----- NR

23

On 4/7/72 at Aurora, Colorado File # DN 164-120

by SA [redacted] (WMP:cjg) Date dictated 4/14/72
 SA [redacted]

b7C

DN 164-120

2

[REDACTED] ----- 303- [REDACTED]
[REDACTED] ----- 303- [REDACTED]
[REDACTED] ----- BUSINESS TELEPHONE
[REDACTED] ----- 303- [REDACTED]

[REDACTED] ----- NR
[REDACTED] ----- [REDACTED]

[REDACTED] ----- NR
[REDACTED] ----- 303- [REDACTED]
[REDACTED] ----- EXTENSION [REDACTED]

[REDACTED] ----- NR
[REDACTED] ----- NR
[REDACTED] ----- NR
[REDACTED] ----- 303- [REDACTED]
[REDACTED] ----- HOME TELEPHONE
[REDACTED] ----- 213- [REDACTED]

BUSINESS TELEPHONE
213- [REDACTED]

[REDACTED] ----- NR
[REDACTED] ----- 414- [REDACTED]
[REDACTED] ----- NR
[REDACTED] ----- NR
[REDACTED] ----- NR
[REDACTED] ----- NR
[REDACTED] ----- 303- [REDACTED]
[REDACTED] ----- Extension [REDACTED]

DN 164-120
3

[Redacted]

----- NR

----- NR

[Redacted]

----- NR

----- NR

----- NR

----- 303 [Redacted]

----- NR

[Redacted]

----- NR

[Redacted]

----- 303 [Redacted]

----- 415 [Redacted]

----- NR

----- NR

----- NR

----- 213 [Redacted]

----- NR

[Redacted]

----- NR

[Redacted]

----- NR

----- NR

(Age [Redacted])

[Redacted]

----- 213 [Redacted]

[Redacted]

----- NR

----- NR

----- NR

----- 213 [Redacted]

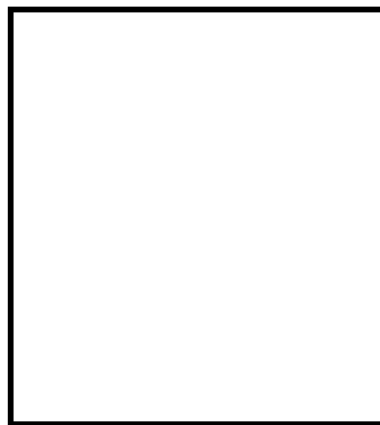
----- NR

----- 319 [Redacted]

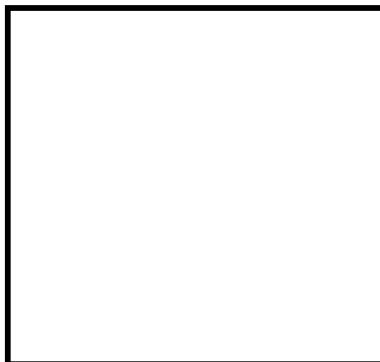
b7C

DN 164-120

4



----- 319- [redacted]
----- 319- [redacted]
----- 319- [redacted]
----- 319- [redacted]
----- NR
----- NR
----- [redacted]
----- EXTENSION [redacted]



----- 402- [redacted]
----- 303- [redacted]
----- 714- [redacted]
----- NR
----- 303- [redacted]
----- 303- [redacted]
----- 308- [redacted]
----- 303- [redacted]



----- NR
----- NR
----- NR
----- NR
----- NR
----- NR
----- UNITED AIRLINES EMPLOYEE
----- UNITED AIRLINES EMPLOYEE
----- UNITED AIRLINES EMPLOYEE
----- UNITED AIRLINES EMPLOYEE

b7C

DN 164.120

SUICIDAL TENDENCIES.

Airtel

4-27-72

To: SACs, Las Vegas (164-60)
Seattle (164-81)

From: Director, FBI (164-2111)

NORJAK;
RICHARD FLOYD MC COY, JR.

ReLVairtel April 21, 1972, resubmitting
eleven cards bearing thirteen transparent lifts.

Latent prints on lifts lack sufficient
characteristic ridge detail to be of value for
identification purposes.

Results of laboratory examinations and
disposition other submitted items subjects separate
Laboratory report.

Lifts enclosed to Las Vegas.

Enc. (13)

1 - Portland (164-41)

*encl
164-60*

164-72-37

SEARCHED	INDEXED
SERIALIZED	FILED
APR 27 1972	
FBI - LAS VEGAS	

[Handwritten signature/initials over stamp]

5/5/72

AIRTEL

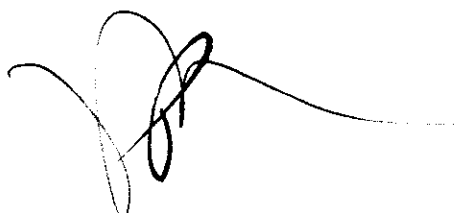
AIRMAIL

TO : SAC, SALT LAKE CITY (164-36)
FROM : SAC, LAS VEGAS (164-72)
SUBJECT: RICHARD FLOYD MC COY, JR., aka
CAA - HIJACKING
INTERFERENCE WITH FLIGHT CREW MEMBERS

Enclosed under separate cover for Salt Lake City is
Switlik 24 foot white nylon parachute, chest type, serial
number 70-10727, owned by [redacted] Oakland, California,
recovered 4/8/72, in desert area of Nye County, Nevada.

b7C

3-Salt Lake City
(1 - Package)
1-Las Vegas
HEH:ffs
(4)



164-72-38

X

NR002 SU PLAIN

SENT 153 AM 6-17-62 NITEL 6-16-72 RAN

TO ACTING DIRECTOR (164-2343)

DALLAS

LAS VEGAS

PHOENIX

ST. LOUIS (164-75)

SAN FRANCISCO (164-256)

FROM SALT LAKE CITY (164-36) 2P

(164-60 ~~rel~~
~~re: [redacted]~~
~~re: [redacted]~~)

RICHARD FLOYD MC COY, JR., AKA; CAA - HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS. OO SU.

RE SU NITEL TO DL, SL AND SF, JUNE FIFTEEN LAST.

ON JUNE SIXTEEN INSTANT, AUSA JAMES F. HOUSLEY, SALT LAKE
CITY, UTAH, REQUESTED APPEARANCE OF FOLLOWING AGENTS FOR TRIAL IN
CAPTIONED MATTER AT TEN AM, JUNE TWENTY-SIX NEXT: SA [redacted]

[redacted] DALLAS; SA [redacted] ST. LOUIS; SA [redacted]

[redacted], LAS VEGAS; SA [redacted] PHOENIX, ~~8-28-87~~ SA'S

b7C

END PGE ONE

164-72-34

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 17	
FBI-LAS VEGAS	

b7C

PAGE TWO

SU 164-36

[REDACTED] SAN FRANCISCO. AUSA HOUSLEY REQUESTED
ABOVE TO APPEAR IN HIS OFFICE, SALT LAKE CITY, UTAH, EIGHT THIRTY
AM, JUNE TWENTYSIX NEXT, FOR PRETRIAL CONFERENCE. NATURE OF
TESTIMONY OF AGENTS IS IN CONNECTION WITH INVESTIGATION THEY
CONDUCTED REGARDING ABOVE CAPTIONED MATTER. SA'S ARE REQUESTED TO
APPEAR UACB.

b7C

SUICIDAL TENDENCIES.

END.

RHJ FBI LAS VEGAS

PLS HOLD

NR005 SU PLAIN

SENT 6/20/72 AT 2:21 AM NITEL 6/19/72 ARL

TO: ACTING DIRECTOR (164-2343) 3P

DALLAS LAS VEGAS

PHOENIX ST. LOUIS (164-75)

SAN FRANCISCO (164-256)

FROM: SALT LAKE CITY (164-36)

RICHARD FLOYD MC COY, JR., AKA; CAA - HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS. OO SU.

REBUTEL TO SU, JUNE NINETEEN INSTANT.

FOLLOWING SUBMITTED REGARDING TESTIMONY EXPECTED OF SPECIAL
AGENTS INDICATED FOR TRIAL IN INSTANT MATTER JUNE TWENTYSIXNEXT:

SA [REDACTED] DALLS, WILL TESTIFY TO INFORMATION
OBTAINED FROM SUBJECT'S ARMY SERVICE RECORD AT NATIONAL PERSONNEL
RECORDS CENTER (NPRC), ST. LOUIS, MO., ON APRIL EIGHT, NINETEEN
SEVENTY-TWO.

b7C SA [REDACTED] ST. LOUIS, WILL TESTIFY TO INFORMATION
AND DOCUMENTS HE OBTAINED FROM SUBJECT'S ARMY SERVICE RECORD, NPRC,
ST. LOUIS, APRIL EIGHT LAST.

SA [REDACTED] LAS VEGAS, WILL TESTIFY TO FINDING
END PAGE ONE

164-72-40

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JUN 20 1972	
LAS VEGAS	

[REDACTED]

b7C

PARACHUTE IN DESERT AREA OF NYE COUNTY, NEVADA, APRIL EIGHT LAST.

SA [REDACTED] SAN FRANCISCO, WILL TESTIFY TO OBTAINING HALF A MILLION DOLLARS IN CURRENCY FROM WELLS FARGO BANK, SAN FRANCISCO, CALIFORNIA, ON APRIL SEVEN LAST, AND DELIVERING SAME TO UNITED AIR LINES (UAL) OFFICIALS AT SAN FRANCISCO INTERNATIONAL AIRPORT.

SA [REDACTED] SAN FRANCISCO, WILL TESTIFY TO RECEIVING MONEY FROM UAL OFFICIAL, SAN FRANCISCO INTERNATIONAL AIRPORT, AND DELIVERING MONEY TO VICINITY OF AIRCRAFT ON RUNWAY.

b7C

SA [REDACTED] SAN FRANCISCO, WILL TESTIFY TO OBSERVATIONS MADE FROM U. S. COAST GUARD C. DASH ONE THREE ZERO DURING HIJACKING BEGINNING SAN FRANCISCO, CALIFORNIA, AND TERMINATING SALT LAKE CITY INTERNATIONAL AIRPORT.

SA [REDACTED] SAN FRANCISCO, WILL TESTIFY TO SEARCH CONDUCTED ABOARD HIJACKED UAL FLIGHT UPON LANDING AT SALT LAKE CITY INTERNATIONAL AIRPORT AND DISCOVERY OF NOTE PREPARED BY SUBJECT. WILL ALSO TESTIFY REGARDING INTERVIEW OF SUBJECT AT SALT LAKE CITY OFFICE, APRIL EIGHT LAST.

END PAGE TWO

PAGE THREE

SU 164-36

SA [REDACTED], SAN FRANCISCO, WILL TESTIFY REGARDING SEARCH OF HIJACKED UAL PLANE AT SALT LAKE CITY INTERNATIONAL AIRPORT AND DISCOVERY OF TORN NOTE.

SA [REDACTED], PHOENIX, WILL TESTIFY TO SEARCH OF HIJACKED UAL AIRCRAFT AT SALT LAKE CITY INTERNATIONAL AIRPORT AND DISCOVERY OF ITEMS HANDLED BY SUBJECT IN AREA OF HIS SEAT.

b7C

AUSA ADVISED ALL TESTIMONY ESSENTIAL TO SUCCESSFUL PROSECUTION AND SU AGREES.

ABOVE SPECIAL AGENTS WILL APPEAR EIGHT THIRTY AM, JUNE TWENTY-SIX NEXT, FOR PRETRIAL CONFERENCE, SALT LAKE CITY, UTAH, UACB.

SU WILL SUTEL REGARDING RESULTS OF TRIAL.

SUICIDAL TENDENCIES.

END

X

RHJ FBI LAS VEGAS

TU AND CLFR

PLAINTEXT

TELETYPE

URGENT

6/19/72

TO SALT LAKE CITY (164-36)

FROM ACTING DIRECTOR FBI (164-2343)

RICHARD FLOYD MC COY, JR., AKA; CAA DASH HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS. OO: SALT LAKE CITY.

RE SALT LAKE CITY TEL JUNE SEVENTEEN LAST.

ON UACB BASIS
SALT LAKE CITY SUTEL/WHAT EACH SPECIAL AGENT EXPECTED
TO TESTIFY TO AND FULL JUSTIFICATION AS REQUIRED BY EXISTING
BUREAU INSTRUCTIONS. SUTEL OUTCOME OF TRIAL. MAIL COPIES TO
DALLAS, LAS VEGAS, PHOENIX, ST. LOUIS, AND SAN FRANCISCO.

- 1 - Dallas
- 1 - Las Vegas
- 1 - Phoenix
- 1 - St. Louis
- 1 - San Francisco

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SERIALIZED	FILED
JUN 21 1972	
FBI - LAS VEGAS	

Info

b7C

Airtel

6/22/72

To: SAC, Salt Lake City

From: Acting Director, FBI

NORJAK;

RICHARD FLOYD MC COY, JR.

ReBuairtel to Salt Lake City dated 5/22/72.

If no head hair sample from Richard Floyd McCoy, Jr., is received in the Laboratory ten days from the date of this airtel, the evidence furnished to the Laboratory for hair comparisons by Las Vegas will be returned to them.

If at a future date, head hair samples are obtained for comparison purposes, Salt Lake City advise Las Vegas to resubmit the glass microscope slide containing hairs from the seat towel where the hijacker was sitting.

Las Vegas has been advised by the Identification Division of the results of the fingerprint examination and the disposition of the lifts as requested in Las Vegas airtel to Bureau dated 4/21/72.

2 - SAC, Las Vegas

164-72-42
Dr



b7C

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LAS VEGAS (164-72)

DATE: 6/27/72

FROM : SA [REDACTED] -RUC- b7C

SUBJECT: RICHARD FLOYD MC COY, Jr, aka;
CAA - HIJACKING; Interference
With Flight Crew Members
OO: SU

Re Salt Lake city teletype to Bureau 6/19/72.

Captioned matter is presently in process of trial at Salt Lake City, SA [REDACTED] of this office is testifying relative to the finding of a parachute in northern Nevada. All other investigation in this matter has been completed by the Las Vegas Division and no further investigation is contemplated.

b7C

Recommend this matter be considered RUC'D.

1-Las Vegas
LPM/

164-72-43

SEARCHED	INDEXED
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JUN 27 1972	
FBI - LAS VEGAS	



5010-108-01

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

(Mount Clipping in Space Below)

Witness Claims Hijacker Disguised Self On Plane

SALT LAKE CITY (UPI) — A prosecution witness said yesterday an accused hijacker changed into a shaggy wig and sun glasses April 7 shortly after boarding a United Air Lines flight en route from Denver to Los Angeles.

William Coggin, who is now a prisoner at a vocational institution in Tracy, Calif., told a federal court jury ~~Richard F. McCoy~~, a former student at Brigham Young University, Provo, Utah, was the last to board the plane and went directly to a restroom before takeoff.

McCoy, 29, dressed neatly in a conservative suit, is accused of the \$500,000 hijacking and ransom of the flight and parachuting from the craft over the university city.

The prisoner who talked with his five-year-old daughter prior to the beginning of testimony in the trial's second day, showed no emotion as Coggin said McCoy left the restroom wearing the wig and sun glasses.

But McCoy's wife and daughter broke into tears as Coggin, who was being extradited to California from Colorado, placed McCoy aboard the jetliner.

Coggin's testimony yesterday came after four crew members of the flight Monday failed to identify McCoy as the man who commandeered the jet and threatened to blow it up with plastic explosives.

Two crewmen who saw the hijacker told the six-man, six-woman jury Monday he was wearing what appeared to be a wig and a large bushy mustache. They could not identify the clean-shaven conservatively dressed McCoy.

(Indicate page, name of newspaper, city and state.)

Las Vegas
Sun

Date: 6/28/72

Edition:

Author:

Editor:

Title:

Richard F.
McCoy

Character:

or

Classification:

Submitting Office

☐ Being Investigated

154 - 22-44

SEARCHED	INDEXED
SERIALIZED	FILED
8	
FBI - LAS VEGAS	

(Mount Clipping in Space Below)

FBI error stalls trial of hijacker

SALT LAKE CITY (AP) — An error in a search warrant temporarily prevented presentation of evidence taken from Richard F. McCoy's home as the former Green Beret went on trial Monday, charged with hijacking a United Air Lines plane and bailing out with \$500,000 near Provo, Utah, April 7.

The defense moved to suppress evidence after testimony showed that the Federal Bureau of Investigation agent who signed an affidavit for a search warrant was not the same one who signed the warrant, as prescribed by law.

U.S. District Court Judge Willis Ritter delayed a ruling but admonished both sides to say nothing of the search of McCoy's house in Provo. He proceeded to impanel a jury, and five prospective jurors were disqualified in a few minutes.

McCoy, 29, a student in law enforcement at Brigham Young University and winner of the Purple Heart for arm and leg wounds received while serving with the U.S. Special Forces in Vietnam, sat stone-faced, dressed in a light gray suit.

After McCoy was arrested April 9, FBI agents said \$499,970, a parachute, a handgun, and a dead grenade were taken from McCoy's house.

SEARCHED INDEXED
SERIALIZED FILED
APR 11 1971
FBI - SALT LAKE CITY

McCoy, Richard F.
K. ...
Date: Apr 10
City: Salt Lake City
State: Utah
County: Salt Lake
Case No. 44-1171
Sub No. 1
FBI - SALT LAKE CITY
-45

164-72-46

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JUN 19 1972	
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[Signature]

UNITED STATES ATTORNEY
Salt Lake City, Utah
June 16, 1972

JFH:mb

SA b7C
Federal Bureau of Investigation
301 South 11th Street
Las Vegas, Nevada 89101

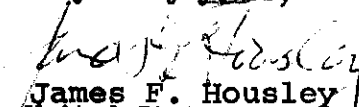
Dear Sir:

You are a witness in behalf of the Government in the case(s) specified below.

This letter is sent to you in lieu of service of subpoena. Please accept service of this notice by acknowledging same on the lower part of the duplicate hereof and return to me in the enclosed self-addressed envelope which requires no postage.

When you appear in answer to this letter please report to the address indicated below in order that your attendance may be certified. Upon being excused, you will be entitled to such fees and allowances as are provided by law.

Very truly yours,


James F. Housley
Asst. United States Attorney

Please report: Date June 26, 1972 Time 9 AM

Address: 200 Post Office Bldg.
350 South Main St.
Salt Lake City, Utah

<u>Case No.</u>	<u>Title of Case</u>	<u>Action (Trial or Grand Jury)</u>
CR-33-72	U.S. vs. Richard Floyd McCoy, Jr.	Trial

TO UNITED STATES ATTORNEY:

I accept service of this notice in lieu of subpoena and will be present accordingly at the time and place designated above.

(Witness Signature)

~~164-72-47~~

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SERIALIZED	FILED
JUN 19 1972	
FBI - [redacted]	

b7C

TO : DIRECTOR, FBI (100-441111) FROM : SAC, NEW YORK (100-100000) (P)

RE : [redacted]
[redacted]
[redacted]

DATE : 6/15/72

BY : [redacted]

100-441111-1000
100-100000-1000
100-100000-1000

100-441111-1000
100-100000-1000

DEPARTMENT OF JUSTICE
DISTRICT OF UTAH
OFFICE OF
UNITED STATES ATTORNEY
200 U. S. POST OFFICE AND COURT HOUSE
350 SOUTH MAIN
SALT LAKE CITY, UTAH 84101

OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S.
DEPARTMENT OF JUSTICE



UNITED STATES ATTORNEY
Room 200
U. S. Post Office & Court House
350 South Main
Salt Lake City, Utah 84101

(Mount Clipping in Space Below)

Utah Pirate Sentenced To 45 Years

~~SALT LAKE CITY (UPN) —~~ Former Green Beret Richard P. McCoy Jr., 29, was sentenced to 45 years in federal prison yesterday for hijacking a jetliner and parachuting with \$500,000 ransom. Sentence was imposed by U.S. District Judge Willis Ritter after a jury convicted McCoy two weeks ago on one count of air piracy. The judge made no comment on the case.

In a plea for clemency, McCoy noted that as a helicopter pilot in Vietnam he was decorated for heroism.

"I hope you take consideration of my past record," he told the court.

The FBI said he hijacked a United Air Lines jetliner on April 7 while it was on a flight from Chicago to San Francisco. Agents said he jumped from the plane while it was over Provo, Utah, where he lived.

McCoy was taken into custody at his home two days after the hijacking, and just about all of the ransom was recovered.

The defendant was a Mormon Sunday school teacher and a police science major at Brigham Young University in Provo.

(Indicate page, name of newspaper, city and state.)

Las Vegas Sun

Date:

7-11-72

Edition:

Author:

Editor:

Title:

164-72-48

Character:

or Richard P. McCoy

Classification:

Submitting Office

☐ Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 11 1972	
FBI - LAS VEGAS	

(Mount Clipping in Space Below)

Federal court sentences skyjacker to 45 years

SALT LAKE CITY (AP) — A federal court has sentenced Richard Floyd McCoy to 45 years in prison for a \$500,000 skyjacking and parachute jump three months ago.

McCoy, a former Sunday School teacher, was sentenced Monday.

He had been convicted of taking over a United Airlines 727 over western Colorado April 1, forcing it off its Denver-Los Angeles path to San Francisco where 85 other passengers were taken off and the ransom put aboard.

He then ordered it on a zig-zag course across the West, ending over his hometown of Provo, Utah, where he bailed out.

FBI agents arrested him two days later in the neatly kept house where he lived with his wife and two children. They found all but \$30 of the ransom.

(Indicate page, name of newspaper, city and state.)

Las Vegas Sun

Date:

7-11-72

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office

☐ Being Investigated

114-72-49

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JUL 12 1972	
FBI - LAS VEGAS	